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EDITION OF 15,000

Detroit's Bi-Centenary Celebration. The Electrical the Most Splendid Feature.

The First Day, Wednesday, July 24th.

The Second Day, Thursday, July 25th.

The Third Day, Friday, July 26th.

IMP92-007220

This edition has been arranged and edited by Col. J. C. O. Redington, under great business pressure, and he regrets the errors that have unavoidably crept into the work.



**Woman's Bi-Centenary
Committee,**
Mrs. B. C. Whitney, President

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....J. C. O. Redington....
Business Manager,
150 Jefferson Ave., Detroit, Mich.
Telephone 214 Main.

.. Historical Art Souvenir..

Detroit and Her Bi-Centenary, July 24, 25, 26, 1901.



The landing of Cadillac on July 24, 1701.

Benefit of Public Monument to Madame Cadillac.

Price 25 cents; Bound in Cloth \$1.00; Bound in Full Leather \$1.50.



MADAME MARIE THERESE GUYON CADILLAC

—The First Woman of Detroit—

.....BY MARY CATHERINE CROWLEY.....



WRITTEN FOR THE HISTORICAL ART SOUVENIR



ONE September morning of the year 1701, the sun shone upon a picturesque group of women gathered on the Esplanade of Quebec, where the passengers of the King's frigates and other ships from afar were wont to land, or whence they departed for distant shores.

The centre of attraction among the little company, that represented the best society of the town, was Madame Cadillac, wife of the gallant officer of the Carignan regiment and knight of St. Louis, Antoine de la Mothe Cadillac. Graceful, charming, and in the perfection of her youthful beauty, she was about to set forth upon a journey of three hundred leagues, to join her husband at the new military post of Le Detroit, which he had established six months before in the wilds of the south. Beside her, and habited likewise in sad-colored gown and camel cloak, stood Madame de Tonty, the wife of Cadillac's captain, and near-by a few peasant-soldiers' wives, in short kirtles, gay bodices and Normandy bonnets, were taking leave of kinfolk and acquaintance. Under the trees that lined the promenade three or four children played, glad of a last romp before the enforced inactivity they were soon to know during the long voyage. At the water's edge lay several canoes wherein a band of stalwart French Canadians and the Indian rowers had already taken their places.

The party embarked, but the friends of Madame Cadillac still sought to delay the parting.

"Turn back, Therese," pleaded one, "this arduous journey might be braved if you were going to a pleasant country, where you would have the comforts of life and good company; but in the wilderness you will die of ennui."

"At least wait until the spring," urged another. "Alas, poor Therese!"

But Madame Cadillac, from the stern of the foremost canoe, waved her hand and cried, with a bright, glad smile:

"Do not waste your pity upon me, dear friends. I am eager to go: for a woman who loves her husband as she should has no stronger attraction than his company, wherever he may be. Everything else is by comparison a matter of indifference to her."

These noble words are the keynote to the character of the woman to whose virtues now, two hundred years later, the women of Detroit pay the tribute of a memorial.

HARDSHIPS OF THE JOURNEY.

The valiant women with their escort of male relatives, voyaged up the St. Lawrence to Three Rivers, to Montreal, and thence to Fort Frontenac (Kingston). So many had been the delays that now winter overtook them. To proceed farther over the frozen lake and the trackless snow fields would be to perish. Here then they spent the inclement season, and at the breaking up of the ice pursued their way up Lake Ontario, across the portage of the Niagara and onward, to Lake Erie.

It was an appalling distance that they traversed amid the awful silence of the wilderness, the hardships and peril of sleeping out under the stars or rain, in open canoes drawn up on the bank of the river or in the depths of the forest. Yet these heroic travellers remained undaunted.

Meanwhile at Le Detroit, rude preparations were made to receive them, and often, no doubt, during the pleasant days of May, the daring founder of this isolated colony at the Gateway of the North-west—wandered down the bank of the river beyond the fortifications, gazing afar upon the blue waters for a sign of the batteaux that were

... and making the
... bound by the
... upon the horizon, ere
... ena third
... banner waved from the prow of
... the shining pathway made by the
... and revealed its golden fleeces.

... and wooden bastions of Fort
... stened the commanding soldiers
... the French shouting
... welcome ... the
... accents the sargers crying
... go
... land and, presently, Madame Cadillac
... white woman to set foot upon the
... on who founded the first civilized
... become the great City of the

... the Indians pressed forward to kiss
... Now we are with the French men to be friends with us, since white
... here to live in our country."

A GENUINE ROMANCE.

What led to the life of this gracious lady before that September
... with her intrepid party, she had set out for Le Detroit?
... in the spring of the year 1687, the handsome and dashing Gascon
... Antoine de La Mothe Cadillac, visited Quebec
... to report of the beauty and goodness of Marie
... in various sea-faring expeditions
... Guyon.

The respectable privateer appears in the light of French history
... who performed prodigies of valor in the service of
... the Fourteenth, and took his pay in the spoils of British
... and Spanish galleons.

La Mothe, at the time, held his lieutenantcy in the famous
... regiment, held commissions both military and
... was a sovereign of Acadia and Lord of Donaguess, having
... recently received a grant of a large tract of land on the coast of
... together with the island of Mont Desert.

He paid bold court to Mademoiselle Guyon, "the prettiest girl
... of Quebec," and that his wooing sped was evident to the spectators
 ... the little love drama, for the roses bloomed in the cheeks of the

girl. There he but turned his eyes in her direction. His suit
... was successful, and on the 25th of June, 1687, Marie Therese Guyon
 ... at the age of sixteen, became the wife of L. Mothe Cadillac de
 ... Launay.

Their marriage register may still be seen in the archives of the
 ... cathedral at Quebec, and the wedding festivities were of the grandest
 ... of the period.

A few days later the happy bride, away with her husband
 ... of his estates at Port Royal.

... the King, La Mothe Cadillac, and the following year he
 ... to put the fleet of the Sieur de La Cailliere to the
 ... of New York. The expedition against the English having
 ... the French, he now went back to France, taking Cadillac with
 ... him.

Long at home, away with the best of laughter, Madame Cadillac
 ... enough not to be content with her lot, showed both good sense and
 ... of her husband's property, and sent to him all
 ... the money she could realize from it, for in those days the adventurers
 ... of the new world had much land and little coin.

But when La Mothe wrote La at the court of Versailles seeking to
 ... further his fortunes, the buxom Sir William Phipps, pillaged,
 ... ured and laid waste the settlement of Port Royal. Houseless, and
 ... possessing but a few gold pieces, Madame Cadillac escaped with her
 ... child to the forests near the shore, and after a few weeks was taken
 ... on board a French brig bound for Montreal. The brig was, however,
 ... captured by a corsair, and the hapless lady was held a prisoner until
 ... ransomed by her brothers.

Soon after she reached Quebec, the town was besieged by Sir
 ... William Phipps. In common with her friends and neighbors Madame
 ... Cadillac suffered from the dangers and trials of the siege, but she
 ... and in a coffin grave came for anxiety. On the King's ship "Embuse-
 ... made, now due, her husband was returning to New France, and it
 ... was feared that the frigate would be captured by the enemy.

Quebec withstood the assault of the English, however, the
 ... mighty Bostonian admiral withdrew his fleet, passing the Embus-
 ... made in a fog, near the mouth of the St. Lawrence, and

FIVE MARRIED LOVERS

... presently reunited.

Then followed ... Madame Cadillac three tranquil years in the
 ... town, during which her husband gained the favor and friendship
 ... of the great Comte Frontenac. In reward for his many services to
 ... the government and his organization of a patrol of boats for the St

Lawrence, he was created a Knight of St. Louis, and granted an allowance from the treasury of the colonies.

The parish records of Quebec show that in April, 1692, a son was born to the Sieur and Madame Cadillac. In 1693, the gallant chevalier, at the command of the King, again went to France, leaving his family at Quebec; and in 1696 he was made commandant at Michilimackinac. His wife would fain have accompanied him to that dreary post, but Cadillac would not permit her to go, because of the severity of the climate and the wretchedness of the coarse fare of fish and Indian corn. Finding that by taking up her residence at Montreal she could better serve the interests of the husband whom she so dearly loved, the gentle Therèse was content. During his stay at the fort of the Upper Lakes she shipped to him at every opportunity goods and stores, proving by her excellent management that she was endowed with a share of the business ability of her father, Denys Guyon, and her brothers, the prosperous merchants of Quebec.

The four years that followed she spent at her girlhood's home, for when Cadillac returned from Michilimackinac, it was only to depart again to the Court of France, whence he came back in 1701, having obtained the boon he craved, permission to establish the post at the entrance to the Upper Lakes.

And this brings us back to the joyous day in May, 1702, when Madame Cadillac was installed at Detroit, as

LADY OF THE MANOR.

This first manor was a stake house, the second built after the conflagration which in 1703 destroyed the best part of the town, was perhaps of squared logs. But, although his mansion was little better than the cabins of his followers, Cadillac affected a pomp befitting the seigneur. To uphold his personal dignity was to uphold the dignity of law and order. Here in the wilderness he might say as arrogantly as the Great Louis upon his throne, "I am the State."

It may be presumed that, as soon as might be, he had shipped to him from Montreal, a carved chair or two of French manufacture, and odd pieces of silver plate, trifles which yet would magnify the importance of the Lord of the Strait and define the difference between him and his vassals. Whenever he appeared before the soldiers or colonists, he wore his uniform of the Carignan regiment, or his court dress, and a sword clanged at his side. No doubt Madame Cadillac as punctiliously went attired in her silken gowns long after the fashion of them had passed.

While in public she was the great lady, in domestic life she must have endured many privations, and had much to do in the care of her

household, even though she had left two little daughters at school with the Ursuline nuns at Quebec.

With Madame de Tonty she assisted the saintly Curés Fathers Del Halle and Deniau in their work of religion and charity, both within the stockade and among the surrounding villages of the aborigines. She tried to teach the Indian women to sew, and was wont to present to them garments that she made for them of the cloth brought by the fur traders to the Strait.

As for recreations of the ladies, there was the pious joyousness of preparation for the feasts of the church, the tranquil gaiety of family fetes, a pleasant intercourse with one another, and for Madame Cadillac the role of queen of the festivities of the little town.

Madame Cadillac's life at Detroit extended over a period of only ten years, yet her influence in that first little community reaches down to to-day. It was she who moulded the manners of early Detroit, softened the harshness of its military discipline, prevented the colony from deteriorating utterly into the roughness of a backward settlement, and engrafted upon this new civilization some of the gracious social customs of the fine old town of Quebec.

After the Sieur de Cadillac was appointed Royal Governor of Louisiana, she accompanied him thither (in 1712), and when, his government having proved fruitful in naught but vexations, he was called to Paris, she went with him. When he was unjustly imprisoned, she untiringly strove to obtain his release, and in his loss of favor with the ministry of the new King, Louis the Fifteenth, and his banishment to Castel Sarasin, she consoled his disappointment.

Tempestuous and passionate as he was, and prone to chafe at any restraint other than his own will, she held his love and commanded his respect always, and loved him in return. She survived him many years, living in retirement in the grim old castle on the Garonne, where he had spent his last days.

Madame Cadillac was a beautiful character, a woman strong in mind and heart; resourceful, brave, patient, self-sacrificing; a model wife, the devoted mother of thirteen children, six of whom were born in Detroit. An eminently womanly woman, to Cadillac's fierce temper she opposed a winning gentleness.

In acknowledgment of her noble qualities, of her influence for good in the infant community at Fort Ponchartrain, and the impress her virtues have left upon our social life, the women of the Bi-Centenary Committee erect the memorial described in this little volume, that throughout the years to come, as in the past, the City's daughters may find a fair and gracious example in the life of this

FIRST WOMAN OF DETROIT.



MRS. B. C. WHITNEY, President and Chairman, Ex-Officio of all Committees

Mrs. Bertram Cecil Whitney, who was unanimously chosen as President of the Women's Auxiliary to the Detroit Bi-Centenary Committee, is the daughter of the late Col. Sylvester Larned, of this city, and grand daughter of Charles Edward Lester, late American Consul General to Italy. Her grandfather, Gen. Charles Larned, came to Michigan with Lewis Cass, and her father was made Attorney General of this state. He was present at Hull's surrender, and formed the famous Kentucky regiment that was massacred at the battle of the River Raisin.

Detroit claims Mrs. Whitney as one of her own daughters by birth-right, and it is but fitting that she should have been chosen to preside over the Women's Auxiliary, which she did in a most graceful manner, and to the greatest satisfaction of all its members. To her earnest efforts is due the great success of the work of this organization in the recent Bi-Centenary celebration.

Aside from being a great social favorite, Mrs. Whitney is closely identified with many charities and societies. A member of the Colonial Dames Society, she is also an officer in the Daughters of the American Revolution, and the U. S. Daughters of 1812. Mrs. Whitney has been for four years the National President of Conferences of The King's Daughters, and is a member of St. Paul's Episcopal Church.

With great executive ability, a superior tact in managing parliamentary discussions and expediting business, a charming personality, and a tireless energy and enthusiasm, she is a worthy leader. The women of Detroit, inspired by her example, added to the Bi-Centenary celebration a grace and attraction that will always be delightfully remembered.



MISS ISABEL WEIR, Corresponding Secretary. Member of Reception, Invitation and Memorial Committees.

Miss Isabel Catherine Weir, daughter of Mrs. Catherine and the late Judge Weir, was unanimously chosen by the ladies to represent Madame Cadillac. A great social favorite in Detroit, a tall, stately brunette, with a gracious, dignified manner, she was especially fitted for the task. She is directly descended from John Casse, dit St. Aubin : he was born in Bordeaux, France, parish of St. Aubin), one of the seigneurs to land with Cadillac on our shores. Prominent in charities and societies, Miss Weir is vice-president of the Woman's Exchange and is identified with the Children's Free Hospital, St. Mary's Home for Young Women, and the N. S. Daughters of 1812. With her well trained soprano voice, she is a promising artist, as pronounced by all who have heard her sing, and has taken a leading part in many concerts.

The Editor desires to add to the above sketch (furnished before the Bi-Centenary Celebration) the verdict rendered through the three days by hundreds of thousands of gratified people. It was unanimous that Madame Cadillac furnished, in every respect, a perfect peer of the superb heroine of 1701. Every citizen rejoiced that remarkable ability, ample tact and charming courtesy were combined with a beauty and loveliness that displayed an exquisite character. Detroit is proud of her gifted daughter and the admirable manner in which she honored the occasion and the city as well as the noble woman impersonated by her.



Mrs. J. H. DONOVAN, Secretary. Member of Reception, Press and Memorial Com.

Josephine Jones Donovan, wife of James Hamilton Donovan, is the first grand daughter of Pierre Charles de Hault de Lassus et de Deluziere, Knight of the Grand Cross of the Royal Order of St. Michael, and his wife, Colonne Dorelle Joseph Dumour Danzin de Beaufort of the ancient nobility of Baudouin in Hainault, French Flanders. He came to New Orleans in 1794, a French nobleman distinguished for bravery in both French and Spanish armies. Appointed Lieutenant-Governor of Upper Louisiana by the Spanish King, he was in command of Spanish forces when Louisiana was ceded to the United States.

Mrs. Donovan's charity work is mentioned elsewhere.



Mrs. MARGUERITE BEAUBIEN, Treasurer. Chairman of Memorial Com.

Mrs. Marguerite Beaubien, widow of Theodore J. Beaubien, comes by her French name through marriage; the Beaubiens being one of the families who founded Detroit. She is the daughter of Mrs. Sarah and the late John McCurdy, of Seneca Falls, N. Y. She has one son, Theodore Jas. Beaubien, President of Chicago.

President of the Mothers' Congress of Michigan, member of the Mount Vernon V. A. Society, the Twentieth Century Club and the Detroit Review, faithful worker for the Children's Free Hospital, since its beginning, secretary and finance chairman of the Protective Agency for Women and Children, her energy and strength of character have made her conspicuous in working for philanthropic and charitable enterprises.

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**Madame Cadillac
Court of Honor**

**Reception
Committee**

1701 1901



SPECIAL invitations had been extended to His Honor, Mayor William C. Maybury, Dr. Daniel LaFerte (representing Monsieur Cadillac), the Council and Citizens Committee, and to the public generally, and as a result a most brilliant assemblage gathered.

The parlors were artistically decorated through the courtesy of Mr. Robert Bolger, Park Commissioner, and an orchestra, furnished by the Council and Citizens Committees, discoursed music throughout the evening. One of the attractive features of the occasion was the gowns of the ladies, many being of

the period of Louis XIV. The Reception Committee consisted of Madame Cadillac, Madame de Tonty, the French Charge de Affairs at Washington, D. C., Pierre de Margerie, and Mrs. B. C. Whitney, President of the Woman's Bi-Centenary Committee. Hundreds of guests filled the parlors for three hours, and the occasion will long be remembered as one of the most attractive features of the celebration.



The beautiful and delightful Madame de Tonty,
Miss Alice E. Chapaton

PROMINENT MEMBERS OF
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MISS MINNIE A. DWYER.





MISS MARY CATHERINE CROWLEY, Author of "A Daughter of New France"

Miss Mary Catherine Crowley has been actively engaged in literary work for about ten years, having contributed to various magazines and syndicates, sometimes under her own name, sometimes under a pseudonym. She has published several successful books besides the stirring and captivating romance, "A Daughter of New France."

A native of Boston, Miss Crowley had the good fortune to be born of scholarly stock; her father is an alumnus of Harvard College, her mother a graduate of the noted Convent of Manhattanville, New York, later the daughter's Alma Mater. With so favorable home and school influences, a large circle of cultured and book-loving relatives, a host of family friends, and, in due time, a broad and varied social life, her literary gift made rapid and symmetrical development.

Miss Crowley has visited the principal cities of the Old World, and has travelled extensively abroad, as well as in the United States and Canada. During the past eight years she has lived in Detroit. She is familiar with Montreal and Quebec. Thus, from her acquaintance belonging to the old French-Canadian families, and from the pages of old memoirs and histories, she gathered the material for her forceful novel, which was written to commemorate the founding of Detroit.

Miss Crowley was for some years a member of the New England Woman's Press Association of Boston, and the Woman's Press Club of New York. She is also connected with various literary and art societies.

Press Notices of Miss Crowley's Book, "A Daughter of New France"

This strong and vivid romance opens up a new field of American fictions and is pronounced by the eminent critic, Richard H. Stoddard, to be one of the best written of recent historical novels. Quebec in the time of Count Frontenac is the scene of the opening chapters, but the greater part of the brilliant story deals with the early days of the French settlement of Detroit. It sketches the society of the city of Champlain at the end of the seventeenth and the beginning of the eighteenth centuries, and pictures the dashing Gascon chevalier, La Mothe Cadillac, who laid the foundations of our American city of Detroit. About him are grouped his company of sturdy voyageurs, coureurs de bois, and sons of proud seigneurs, with the women who loved them and shared their fortunes.

"The devotion of the wife of Sieur Cadillac is beautifully portrayed."—*St. Louis Globe-Democrat*.

"The heroine, Mademoiselle Barbe, later the Lady of Chateauguay, a girl of English ancestry, was brought from New England to Quebec when an infant, a captive of Indian allies of the French, and bartered for a draught of brandy to the parents of Normand Gayon, who tells the tale. This young chateleine of Chateauguay is like a sunbeam in the woodland shadows of the book's scene. She belongs to the race of poetic ladies led by Rosalind, does this fair 'Daughter of New France.'"—*New York Mail and Express*.

"There are many dramatic episodes scattered through these interesting pages"—*Detroit Free Press*.

More than a hundred other extracts from prominent journals of all parts of the country commending "A Daughter of New France," might be added.

The brilliant novel of the Founding of Detroit.

At the Literary Exercises of the Bi-Centenary, Wednesday, July 24th, Miss Crowley read an able and graceful paper on "The Social Life of Early Detroit." She represents the women of Detroit on the Historical Committee of the Bi-Centenary, and on the committee appointed to edit the Memorial History of the Celebration. Miss Crowley is also a member of the Madame Cadillac Memorial Committee, and was one of the ladies of the Court of Honor, who assisted in receiving at the Madame Cadillac reception on Thursday evening July 25th.

THE FLORAL PARADE.

The Charm of the three Parades of the Bi-Centenary Celebration.



MRS. F. F. INGRAM.
CHAIRMAN OF THE FLORAL COMMITTEE.

Mentioned in order of beauty, the parades were the Floral, the Electrical and the Industrial.

On Friday afternoon, July 20, fairy land seemed to have taken possession of the central streets of Detroit. It was woman's day, when her faultless taste and kindly and patient industry presented marvelous visions of symmetry and beauty. The floral carriages, so deftly and charmingly trimmed, were a delight to all. The work of preparation was fairly immense, each one of several of the carriages requiring no less than 8,000 flowers. The carriages of Madame Cadillac and the Floral Queen were much more elaborate, over 16,000 flowers having been used on each, besides the adornments of their attendant. Even the harnesses of quite a number were wound with from 40 to 50 yards of satin or other ribbon, and had gay rosettes and bows attached, in addition. Many of the ladies (the vehicles not being earlier available) worked all night the two preceding nights. But the ladies furnished a genuine delight to hundreds of thousands of people.

The Floral Parade was formed in two divisions, headed by the carriages of Madame Cadillac and the Floral Queen. The order in line will be largely followed in presenting these half-tone illustrations. These give only a meager idea of the beauty, variety and life of the parade. It was the most charming display that Detroit has ever seen and one of the handsomest floral pageants in the history of the country. The flowers that "laugh to the summer's day" are fit companions for the lovely ones who bring to our lives brightness, good cheer and uplifting inspiration. And the women of Detroit are justly renowned as unsurpassed.

Washington Park was thronged with people to see the last of the parade and the battle of flowers. A brilliant kaleidoscope of movement and color appeared as flowers and confetti were lavishly thrown by the occupants of the carriages and their surrounding friends. Amid the applause and cheers of thousands of spectators, Madame Cadillac, Madame de Tonty and the Floral Queen entered the Cadillac Hotel and held a reception.

It is a matter of apologetic regret that some of the carriages do not appear here. The three photographers for the Committee were at Cass Park before one o'clock, but were hindered in their operations by others, and all the carriages could not be secured.

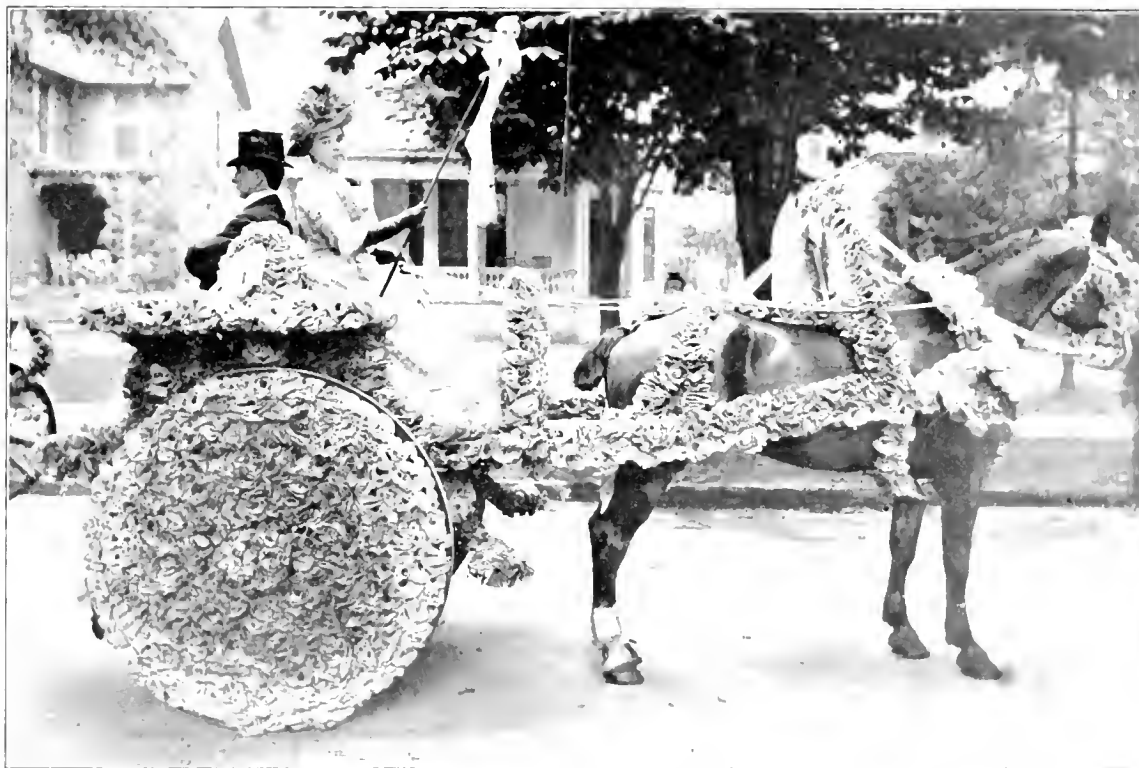
The descriptions of the carriages and the occupants were compiled by the editor, mostly from the glowing and copious accounts in the daily press; without consultation with the occupants. They record the general public verdict on the beautiful affair.

The three miles of streets through which the Floral Parade passed were lined with dense and enthusiastic crowds of admiring spectators. The part taken by the ladies, in doing honor to Cadillac and Madame Cadillac, was the gem of three days' celebration; without rivalry except that of the electric floats. It will linger long in the memories of all as an enthusing and inspiring record of Detroit's resources in taste and beauty. And to the noble president of the Woman's Bi-Centenary Committee and her able and charming co-operators was rendered a grateful tribute for their superb work, and what it typifies. The ladies covered themselves with glory by the magnificent display. The fields of flowers and sunny banks of blossoms; roses from the hedges and marguerites from the hill-sides, and purple flowerlets from gardens and fields were wreathed in glorious masses. They gave brilliant evidence of the charm that makes Detroit homes so potent to elevate the standard of our being. Woman furnishes the charm, and to her all give the homage due to beauty, steadfast loyalty and unceasing endeavor for the betterment of humanity. These delightful animated flower gardens seemed like a vision of fairyland.



MADAME CADILLAC AND MADAME DE TONTY'S VICTORIA

The body of the carriage, inside and out, was literally covered, almost smothered, with white roses, interlarded with the green of simlax. At the back of the carriage were a shield bearing the arms of France, and a top. The lavender drapery of France was seen in two great clusters on either side of the coachman's seat, and from these clusters floated wide streamers of ribbon of the royal purple. The hub and spokes were encircled with roses, the spokes hidden with streamers of tulle around which were twined roses and green. The deal white of the roses was made by the green of the leaves on the carriage and horse. Two snow white horses drew the carriage, their harness being almost completely hidden from view with roses. The two drivers, Madame de Tonty, Miss Lauder, and Madame de Cadillac, and Madame de Clapoton as Madame de Tonty, were exquisitely gowned in historic dress and carried roses-decked parasols. They, like those of 1701, were very beautiful.



MRS. BERTRAM C. WHITNEY

A leading attraction evoked great applause as, in her own stanhope, rode the President of the Woman's Bi Centenary Committee. In a gown of yellow, embroidered in poppies, with a large La Tosca hat of black and yellow, her whiplash crooked and caught with a big bunch of poppies and tied with floating ribbon ends to represent a La Tosca stick, she captured the admiration of all. The body and wheels of her carriage were completely covered with yellow California poppies, as also the specially designed harness. The horse, a magnificent and spirited bay, was capitally controlled by the admirable horsemanship of the driver. An accident prevented Mr. Whitney's driving a tandem. Unquestionably the public's sweetest memories of the three days' celebration will center on what the ladies did. The able generalship which successfully managed their discussions and marshalled a united force for every duty, performed a service unsurpassed by any of the hundreds of citizens who aided. Mrs. Whitney declined to allow her carriage to be considered in competition for prize.



THE OLDS AUTOMOBILE FOR MRS. DONOVAN AND MRS. BEAUBIEN

The Olds automobile, which was used with the parade through the city, was a very fine one, and was the property of the Olds Motor Company. It was a very fine one, and was the property of the Olds Motor Company. The two ladies, Mrs. R. F. O'Connell and Mrs. H. D. O'Connell, were seated in the car, and the two gentlemen, Mr. R. F. O'Connell and Mr. H. D. O'Connell, were seated in the car. The two ladies, Mrs. R. F. O'Connell and Mrs. H. D. O'Connell, were seated in the car, and the two gentlemen, Mr. R. F. O'Connell and Mr. H. D. O'Connell, were seated in the car. The two ladies, Mrs. R. F. O'Connell and Mrs. H. D. O'Connell, were seated in the car, and the two gentlemen, Mr. R. F. O'Connell and Mr. H. D. O'Connell, were seated in the car. The two ladies, Mrs. R. F. O'Connell and Mrs. H. D. O'Connell, were seated in the car, and the two gentlemen, Mr. R. F. O'Connell and Mr. H. D. O'Connell, were seated in the car.



MRS. HENRY B. LEWIS' AUTOMOBILE.

The first of the first prizes awarded to the American carriages was quickly conceded to Mrs. Lewis' automobile. It presented one of the most stunning effects in the whole parade, being decorated in yellow asters which gleamed brightly in the sunlight, and which contrasted prettily with the soft green of the aster leaves. The feature of the decoration was, however, two peacocks. One posed with outspread tail on the rear of the carriage and the other on the front. Two pretty little girls in fluffy frocks of white occupied this vehicle. Along the whole route it drew universal admiration, and brilliantly presented the prophecy that the horseless carriage can be an affair of beauty as well as speed. The names of the occupants were Miss Lewis, Miss Gwendolyn Currie, Master Willis Brodhead, and the conductor.



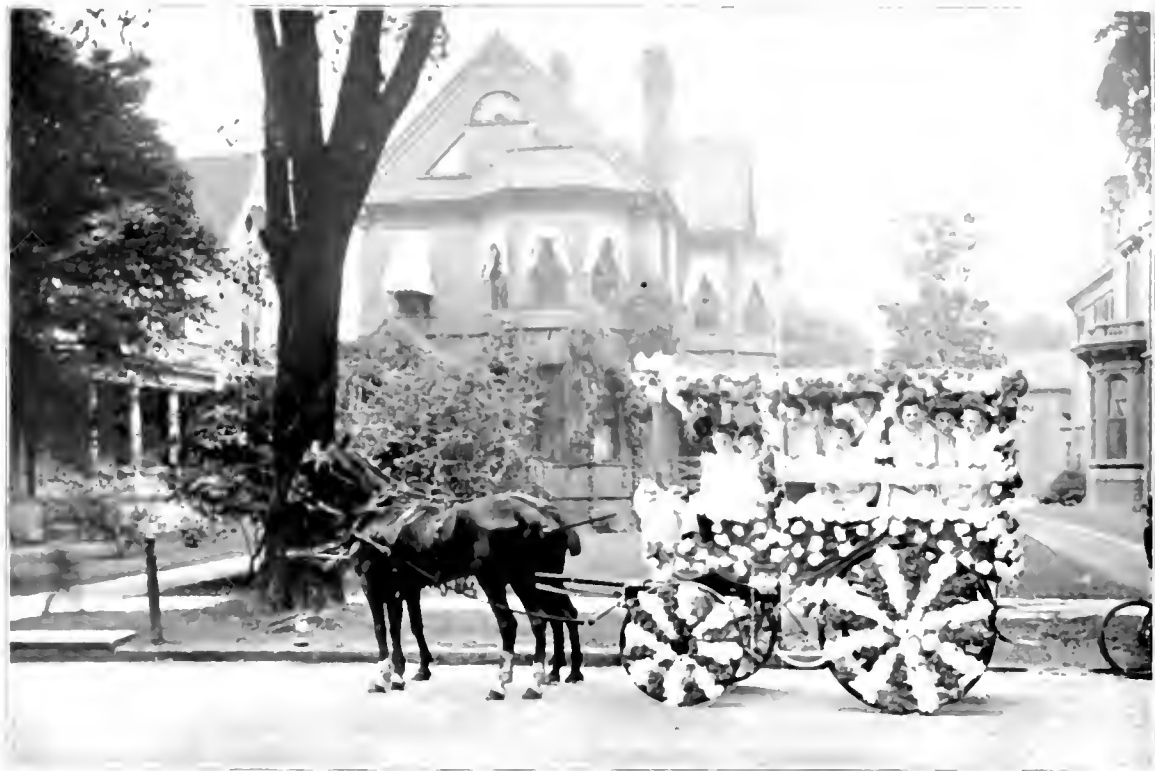
MRS. SARAH M. DUDLEY'S STANHOPE.

The carriage was elaborately decorated with garlands of flowers and foliage. It was elaborately trimmed with pink roses, and the garlands of green were fastened upon the harness and upon the umbrellas of the occupants of the carriage. Mrs. Dudley, Mrs. Charles L. Dudley, Miss Sudworth, and Miss Clara L. Choate, of Washington, D. C., were of the party. The latter, who was the guest of Mrs. Dudley, was gowned in pale pink and carried a pink parasol covered with roses.



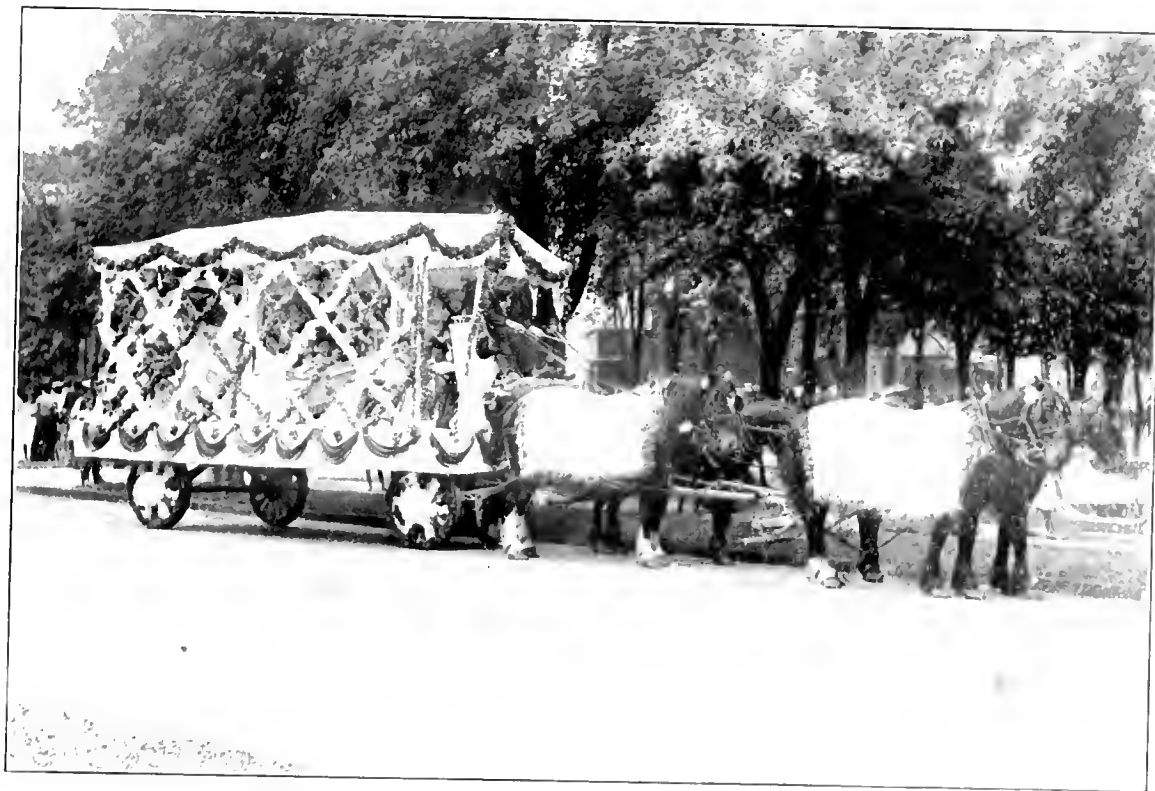
MISS MARY E. HALLORAN'S OPEN SURREY.

A beautiful effect was secured by a most dainty decoration with solid morning glories, which formed the backgrounds for pretty wreaths and trailing clusters of morning glories. In addition to the flowers there were tasteful trimmings in green. The harness and lines were covered with lavender silk and trimmed with wreaths and flowers. The occupants, who were dressed in white and lavender, were Mrs. Anne Halloran, Miss Mary E. Halloran, Secretary of the Floral Committee, the Misses Annie and Marie Rousseau, and Master Rousseau. The attractive equipage was greeted with great applause throughout the entire route of the parade.



THE FREE PRESS SUNSHINE WAGONETTE

For the purpose of raising money for the Free Press Sunshine Fund, a wagonette will be drawn by a horse and driven by a boy, carrying a large number of flowers, and will be kindred to the one shown in the photograph above.



THE SECOND FREE PRESS SUNSHINE FLOAT.

A commodious summer arbor, on a large truck, was drawn by four brown horses. Inside a latticed bower sat eight beautiful ladies upon lawn chairs, in ~~lawn~~ ^{lawn} and the improvised lawn. The ropes of the lattice work were made of white and yellow roses with sprays of smilax. The horses were covered with blue silk blankets with yellow chrysanthemum trimmings. The charming occupants were Mrs. Mabel L. Ayres and the Misses Viola Pomeroy, Grace A. Chapman, Frances Nelson, Minnie Heim, Evelyn and Kathleen McRae and Bessie Dickson. The liberal enterprise and expenditure of the Detroit Free Press furnished a most brilliant addition to the Floral Parade. These superb art successes were designed and constructed under the personal direction of that beloved Detroit lady and dispenser of blessing, Mrs. Mabel L. Ayres, the honored President of the Sunshine Society.



CAR OF PROGRESS — Furnished by Freeman, Delamater & Co., Wholesale Hardware, Detroit

Decorations and costumes were in the Louis XIV style, Americanized by the figurehead of the American Eagle and the intermingling of the Stars and Stripes with the flag of Columbia and attendant symbols of Progress, Fame, Commerce, Industry and Art. The four leaders are representing the people (French, English, America and Indians) who participated in the historical voyage of 1701-1702. It was the most imposing and beautiful and instructive displays, and fully merited the prize it secured. Its reception everywhere was most enthusiastic.



THE FLORAL QUEEN'S VICTORIA

A symphony in white and gold, crowned with the loveliness of one of America's most beautiful queens, thrilled with pride and joy the hearts of hundreds of thousands of spectators. The equipage was simply perfect in every particular; worthy as far as material things can go, of the charming occupant. Exquisitely gowned in white chiffon and Mechlin lace, with ruffles that gave a soft billowy effect, with a large white Gainsboro hat, the beautiful Miss Louise Burns made an ideal leader of the dazzling beauties in this animated flower garden. She carried in her arms an immense bouquet of twelve dozen white roses. The body of the carriage was completely hidden with large white roses, the wheels and hubs being covered with roses and the dainty colors of field daisies. The predominating colors were white and yellow. Fifty yards of white satin were used on the harness alone, which, with the flowers, completely obscured its material. Of white and gold Marguerites 10,000 were used, and 6,000 white roses. The two magnificent and gaily bedecked black horses were worthy steeds for a queen's chariot. Two trumpeters, in white duck suits, rode ahead, and John Atkinson and J. J. Walsh acted as escorts. All were mounted on black chargers, with snowy blankets and decorated trimmings. The exquisite equipage, in its fairy-like beauty, amply demonstrated the supremacy of Detroit loveliness.



MRS. F. F. INGRAM'S CARRIAGE

upants, placed along the route of the parade



THE CARRIAGE OF MAYOR ERNEST GIRARDOT, SANDWICH, ONTARIO.

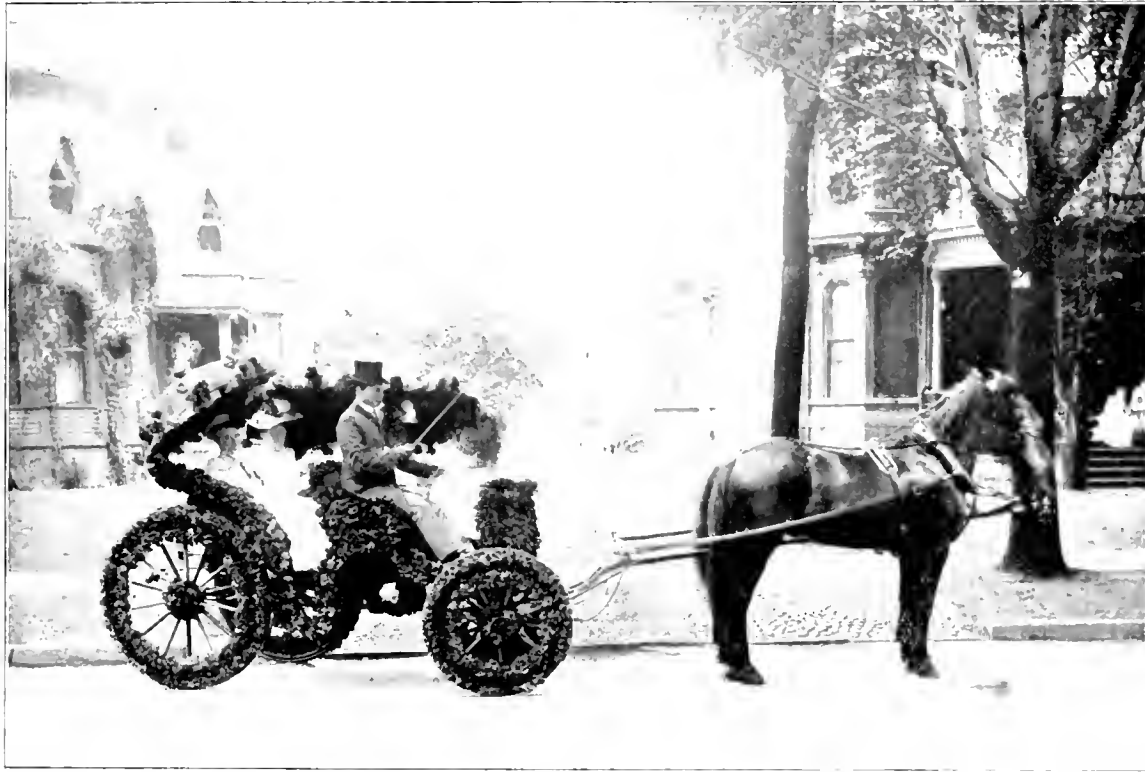
The first of the first prizes was immediately awarded to the superb Sandwich floral carriage. It was gorgeously decked in large yellow chrysanthemums and white carnations. The entire vehicle. The horses were jet black and the reins and harness were covered with yellow. The ladies were gowned in white and carried white parasols. The wheels and hubs were concealed by clusters of yellow chrysanthemums. British flags fluttered from the four corners of the carriage and from the horses' heads. The charming occupants were the Misses Laura Girardot, Bella Spiers, Mary Morand and Irma Marentette.

An accident having injured the negative secured by our photographers, Mayor Girardot kindly furnished a very fine one taken immediately before the departure of the ferry steamer.



THE VICTORIA OF MAYOR SWIFT, OF WALKERVILLE, ONTARIO

[illegible]



MAYOR MAYBURY'S CARRIAGE.

The entire carriage was latticed with wide yellow satin ribbon, through which the black of the carriage was allowed to appear. Over this were strewn yellow roses combined with black satin milliner's roses. More than 5,000 flowers were used in the vivid combination. The harness was wrapped in black and yellow. The beautiful guests in the Mayor's carriage were his niece, Miss Ruth Weber, Miss Jennie Roy, and Miss Louise Guman. The ladies were exquisitely gowned and carried parasols trimmed with black and yellow. Although only a few hours had been allowed for its preparation, this stunning addition to the parade drew great applause everywhere.



THE FIRST PLANTING OF THE CROSS ON BELLE ISLE.

The time when this was done is somewhat traditional. It is supposed to have been between 1612 and 1615, when Father Caron and his two attendant priests came down the lakes from Quebec, broke the stone god Manitou of the idol-worshipping Algonquin Indians and substituted the emblem of Christ. The priests did not stop here, but went on their way after explaining its meaning to the wild tribes of the red men.

At the background of the float rises a great rock, surmounted by a rough hewed wooden cross. From this was suspended the coat of arms of the French royal house. In front of the rock, near a foreground of foliage, French soldiers stand, dressed in the gorgeous uniforms of the old monarchy. At the back of the cross is another soldier, who sometimes holds the folds of the French banner over the sacred emblem.



CADILLAC BEFORE LOUIS XIV.

1680—bring it down to 1700, when Cadillac, before the throne of France, asked for a grant of land and to be allowed to found a colony. The king gave a commission to Cadillac to take possession of the lands that had already been visited by the heroic missionaries, together with the right to build a fort. It was then that Cadillac first urged upon his Sovereign the need of a canal to connect the waters of Lake Erie and Lake Ontario; and the Welland Canal was built. The authority of Cadillac was made absolute, with the fullest latitude to exercise the prerogatives of government to his own judgment.

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THE LANDING OF CADILLAC AT DETROIT.

This was on July 21, 1701, near the foot of Randolph or Bates street; a year after his interview with Louis XIV. The chevalier stands erect at the prow of his batteau, which was just touching for the first time the sands that marked the site of the future City of the Straits. Glad in a uniform of red, by his side stood Capt. de Ponty with other officers, and his surgeon. On the bank in the foreground, under the shadow of rock and foliage, stood the Indians, in their savage garb and paint, ready to receive him. The Frenchman's Indian interpreter was along, ready to do his part in accomplishing a peaceful meeting. The success of the first interview proved that the power of diplomacy possessed by Cadillac was equal to his energy and industry, and sufficient for any occasion that might arise.



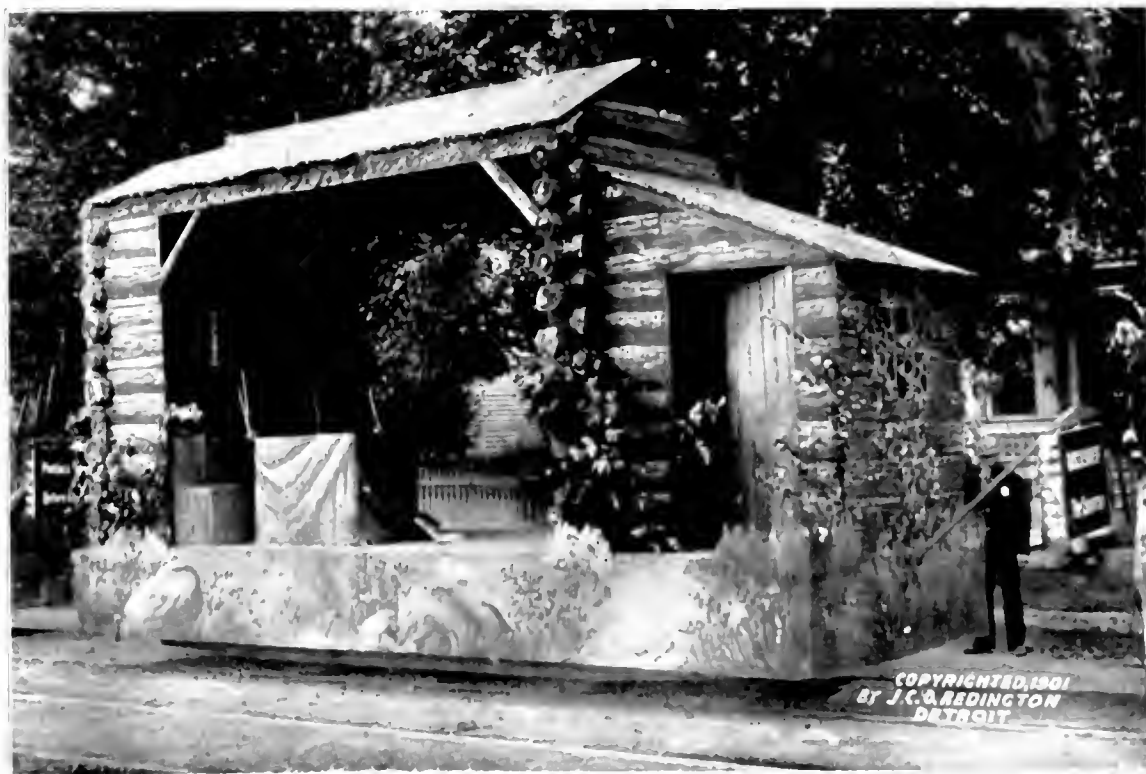
THE COMING OF THE FUR TRADERS.

This was the first industry or business of the first settlers, and began as early as 1700. A typical log cabin contained two white men, with a trunk loaded with blankets, beads and other finery dear to the Indian's love of display. Resting in the sand in front of the cabin are Indian canoes which have brought to the white traders the results of many a long and hard hunt through the trackless forests, wholly untrodden as yet by white men. The untutored aborigines were always ready and eager to exchange their rich furs for gaudy articles of much less apparent value. These commercial relations, so amicably established, were of great service for the future safety, as well as prosperity, of the colony.



PONTIAC'S CONSPIRACY TO DESTROY DETROIT.

Nearly ninety years have passed, and in May, 1792, Pontiac had collected, at his home on Peche island, the Indians from near and far and planned a massacre of the English. Standing in front of his wigwam, he plotted with his trusty braves not only to capture the fort at Detroit and sack the town, but also to destroy all the forts between Detroit and Pittsburg. At that time the Indians were assisted by the French who had resented and opposed the coming of the English. The French pretended to be the friends of the English, but secretly encouraged the Indians in every way. The Indians failed in their conspiracy, because of facts attendant upon a beautiful love story.



PONTIAC'S CONSPIRACY EXPOSED DATE, MAY OR JUNE, 1792.



ALLEGORICAL. THE MAY POLE.

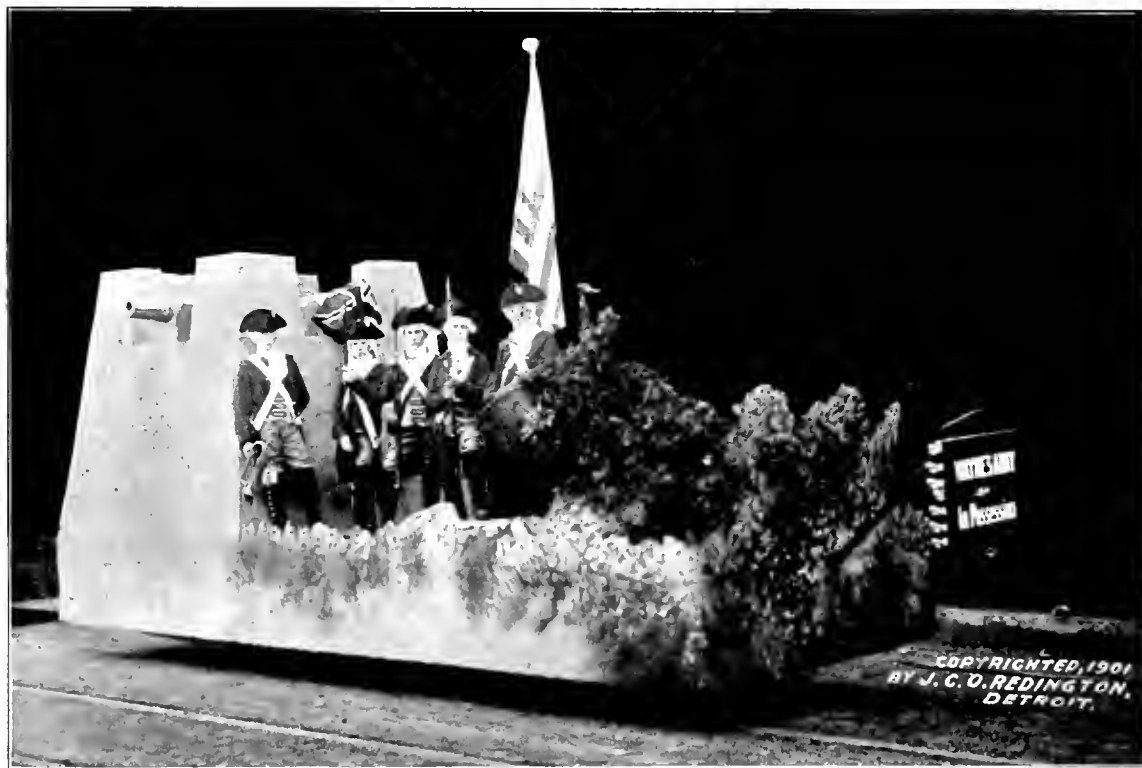
A break in the historical order introduced a float of a lighter and more fanciful nature. The pleasures and recreations of those days were simple, and of only limited variety. A popular one was when, in front of the governor's log mansion, a troop of romping children would dance around a pole, winding and unwinding the ribbons in careless glee. Their cheeks were fanned by the cool breezes from the broad river, while the spirit of sport thrilled every youthful and graceful form. In the background some of the older and more sedate citizens and soldiers forgot for a time their cares in watching the pleasures of the rising generation. Modern devotees of fashionable revelry and indulgence may sneer at the primitive simplicity of those early days, but are forced to acknowledge the sturdy worth of character developed in those eventful times.



THE BATTLE OF BLOODY RUN, JULY 29, 1792.

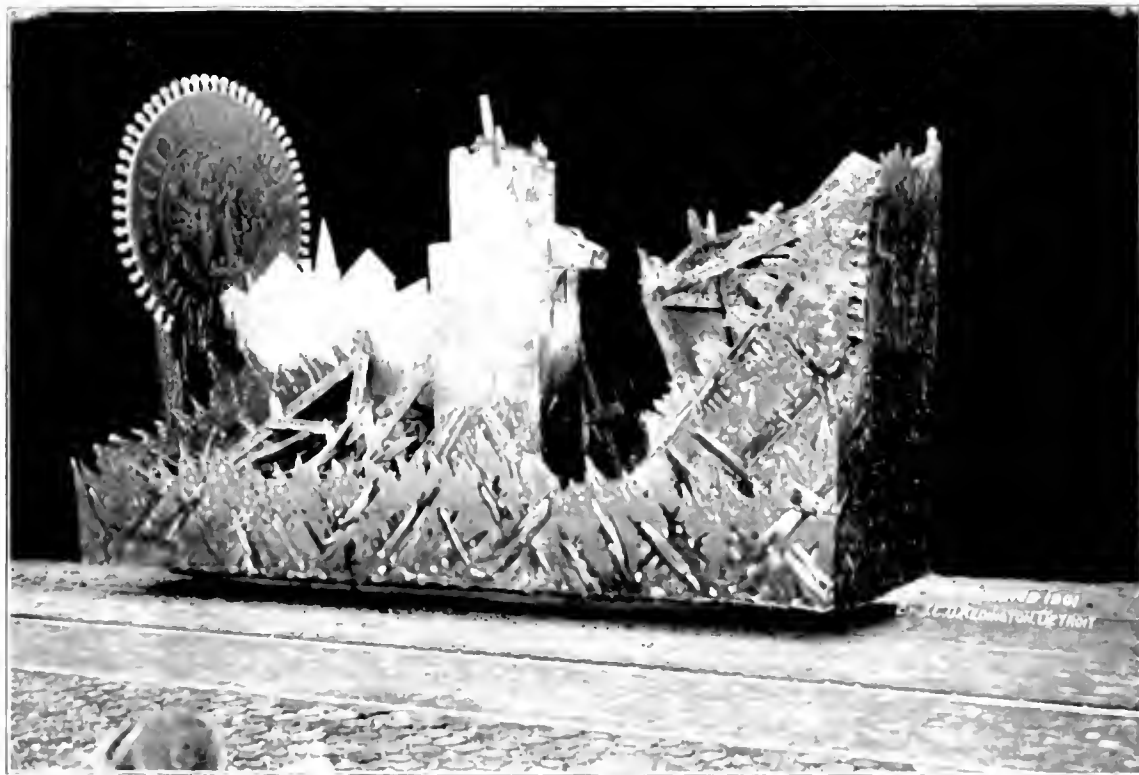
During a late evening, the fort at Detroit was beleaguered by the Indians, but the faithful Angélique kept her lover, James Stirling, promptly posted as to the contemplated attack. Finding the white men ready for him, and always withdrawn harmlessly. On the arrival of Capt. Dairies, with reinforcements, and provisions, a battle was fought on the historic bridge, with the water running red below. Having emerged from the thick forest near by, the gallant captain rallied his force against the larger but cowardly Indians. In November following the Indians gave up the siege, and the brave Angélique, who had given up family and friends and even her religion to save Detroit from massacre, was married to her lover. Detroit and the Northwest will not forget her, and her inestimable services to civilization and humanity.

Visitors to Detroit will find the Bloody Run Creek crossing at 1050 Jefferson Ave., the Michigan State Works



GEN. WAYNE'S ARMY IN POSSESSION OF DETROIT.

In 1796 Gen. Anthony Wayne, sometimes called "Mad Anthony," at the head of his continental soldiers, entered Detroit, which was the last city to surrender to the American forces. When they took possession of the city there began the era of almost unbroken and undisturbed peace which has since existed. It should be remembered that the town of Detroit then consisted of only a few hundred inhabitants, in a truly primitive settlement, with the beautiful river on one side, and on the other vast forests extending for thousands of miles into the interior. It is true that clearings had been made and settlements started, but they were only specks in a seemingly interminable stretch of unbroken woods.



RUIN OF DETROIT BY THE FIRE OF JUNE 17, 1805.

The dedication is well told in the quaint language in a circular letter for and issued July 18th by Elisha Brush, Robert Abbott, Charles Moran, James May and Jos. Henry. A Corresponding Committee appointed by the Citizens of the Town of Detroit. After ascertaining the loss at not less than \$100,000, they say, "Never was the hour of Destruction so completely collected, there remains but One solitary Building a sad Monument of the calamitous Event. It has not been correctly ascertained how and in what Manner the Fire took its Commencement but from the best Evidence that can be collected it appears to have been the Effect of premeditated Design rather than Accident. It is much to be regretted that this Strike of Fate has reduced Sixty Nine Families from a State of Prosperity and Happiness to Poverty and Distress."



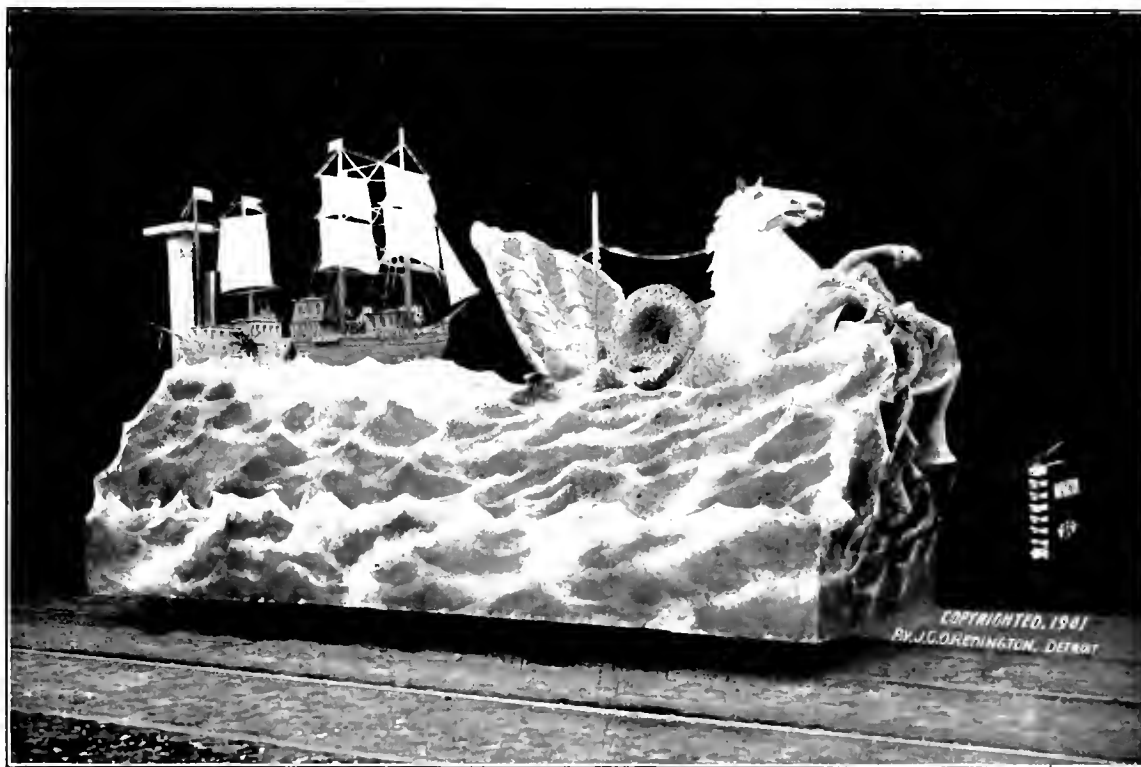
GEN. CASS BREAKING HIS SWORD. DATE, 1812.

When Detroit for the second time passed ignominiously into the hands of the British, through Hull's cowardly surrender, the gallant Gen. Cass broke his sword over a rock rather than surrender it. This was done under the shadow of the block house, which had witnessed so many deeds of heroism. This impassioned act was a vivid exemplification of the exasperation felt by all the Americans of the then little City of the Straits. The town had been under three different flags, since it started on the ground of Indians, with no flag, and had changed its flag five times. Cowardice met with no favor in their estimation. And the descendants of the glorious general have never been backward in maintaining the supremacy of Old Glory.



MEETING OF PERRY AND SHELBY, YEAR, 1813.

After Commodore Perry's victory on Lake Erie he had a meeting, of historical interest, with Governor Shelby of Kentucky, after whom the fort was named. The governor, mounted upon a gray horse, waits on the river bank for the commodore's landing, while the latter, standing in the prow of his battle ship, watches the moment of its grounding in order to spring upon the shore. It was fitting that the governor of a gallant state should hasten to offer grateful congratulations to the naval hero who so nobly exemplified the American watchword, "Never give up the ship!" And all Americans proudly rejoice that the national naval prestige has for the ninety years since been fully maintained, and has everywhere most gallantly co-operated in proving that American valor leads the world.



ALLEGORICAL. THE SPIRIT OF NAVIGATION AND COMMERCE.

Old Neptune will ride in his sea shell drawn by a pair of sea horses, while behind him followed models of the first sailing vessel and the first steamboat that plied through the waters of the Detroit river. As the commerce of the Northwest passes, in a mighty procession every day, the busy City of the Straits, the scope of navigation is of great interest and importance. It has always been so, even from the sixteenth century canoes of the Indians down to and past the day when their astonished gaze saw the first "Walk-In-The-Water" spouting forth smoke and steam. Navigation and Commerce and Detroit are fast friends.



PROPHETIC—GREATER[DETROIT, IN] THE YEAR 2001.

How will the future City of the Straits appear, when, in another century the descendants of the present enterprising citizens are celebrating the tri-centenary. A magnificent archway spans the grand Detroit river. Beautiful figures represent Art, Science, Commerce, Enterprise and Protection. Through the opening can be seen towering sky-scrapers, huge grain elevators along the busy river docks, swiftly moving steamers and also river craft of all varieties, and an immense bridge connecting Detroit with the Canadian shore. It was, of course, impossible to show at the same time the superb attractions that make the City of the Straits a model. The splendid public buildings and business blocks, the wide, clean and well kept streets, the lovely parks and drives, the fine churches, the generous charitable institutions, the unsurpassed electric railways, the model public, parochial and private schools, the energetic and able men and the cultured and charming women all combine to furnish a home as near the Eternal City as earth affords.



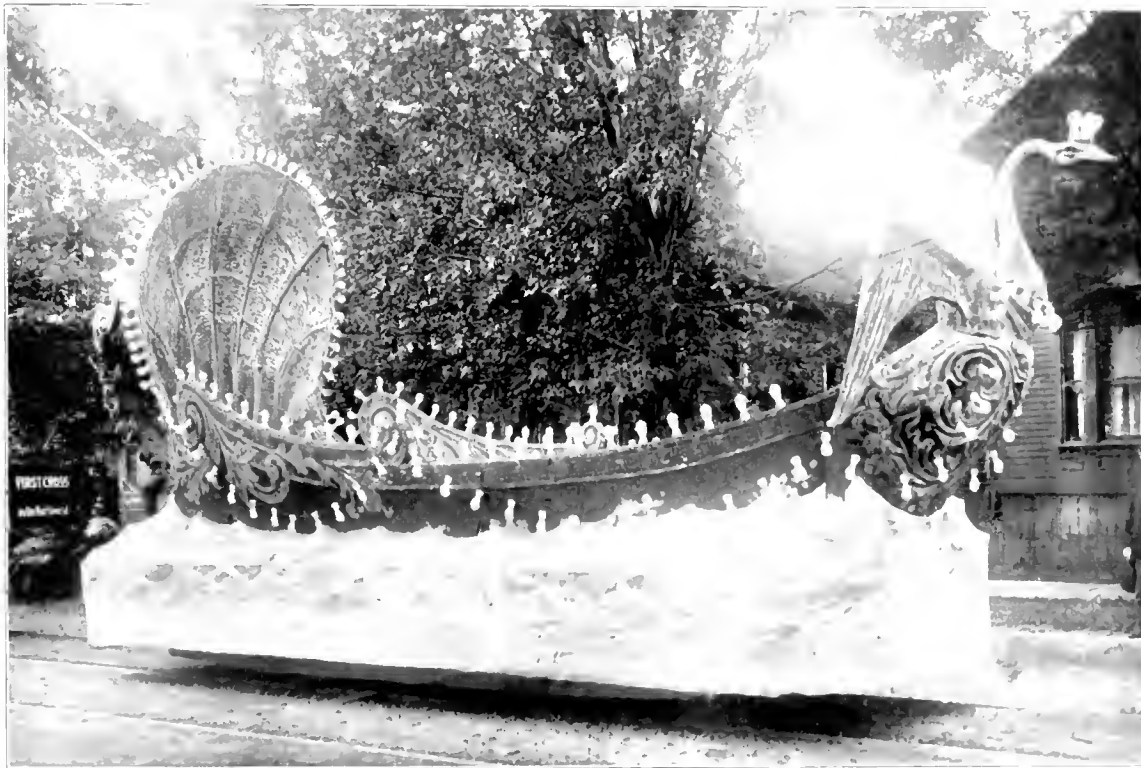
THE CELEBRATED NEWSBOYS' BAND OF THE EVENING NEWS DETROIT.

G. M. WHITE, Director.

Names of Members

Their Splendid Music, liberally furnished for public benefit, has won great praise

Rodman Mack, Leo Joop, Ben Dulloe, Ernest Geyes, John Sapoor, Henry Albom, Edgar Herz, Edward Baier, Burt Davey, Willie Bushey, Howard Bushey, Willie Schull, Paul Wainland, Nelson Saunders, Earl Osborn, Geo. Alt, Walter Bill, Chas. Warren, Elmer Jenkins, Fred Gluckstein, Roy Sawble, Frank Dess, Frank Wunderlick, Willie Graf, Robert Thill, Robt. Drexelbus, Vernie Engelman, Robt. Sawble, Bert Stott, Ed. Garvey, Peter Drexelbus, Harry White, John Walters, Ernie Burnie, Jas. Jenkins, Jas. Young, John Flanery, Walter Munck, Carl Joop, Arthur Walters, Geo. Keenan, Frank Hibbard, Geo. Zink, Chas. Baier.



A BAND ELECTRIC FLOAT

This unique and beautiful affair was to have been occupied by another Detroit band. They were to assist in dispensing ample music to the hundreds of thousands of people who lined the sixteen miles of streets through which the electric parade passed. The members of the band may have tarried too long at supper, but for some reason they failed to put in an appearance at the appointed time. Mr. Hutchins would not allow a second's delay for anybody or anything, and promptly, on the day of 7:59 the parade started. The red-gowned conductor and motorman took over the entire route the magnificent float unoccupied. The band were not in it. Owing to the cyclone of rain and wind at the last of the evening, over 50,000 people were deprived of a sight of the floats. The illustration enables all to imagine the dazzling beauty when all those bulbs were brilliant electric lights.



**THE SS. PETER AND PAUL'S CATHEDRAL SCHOOL,
Parsons St. Between Woodward and Cass**

NOTE.—The building extends as far to the right of the central entrance as is shown to the left in the illustration. The thick foliage of the beautiful trees prevented the photographer from taking a direct full length front view.

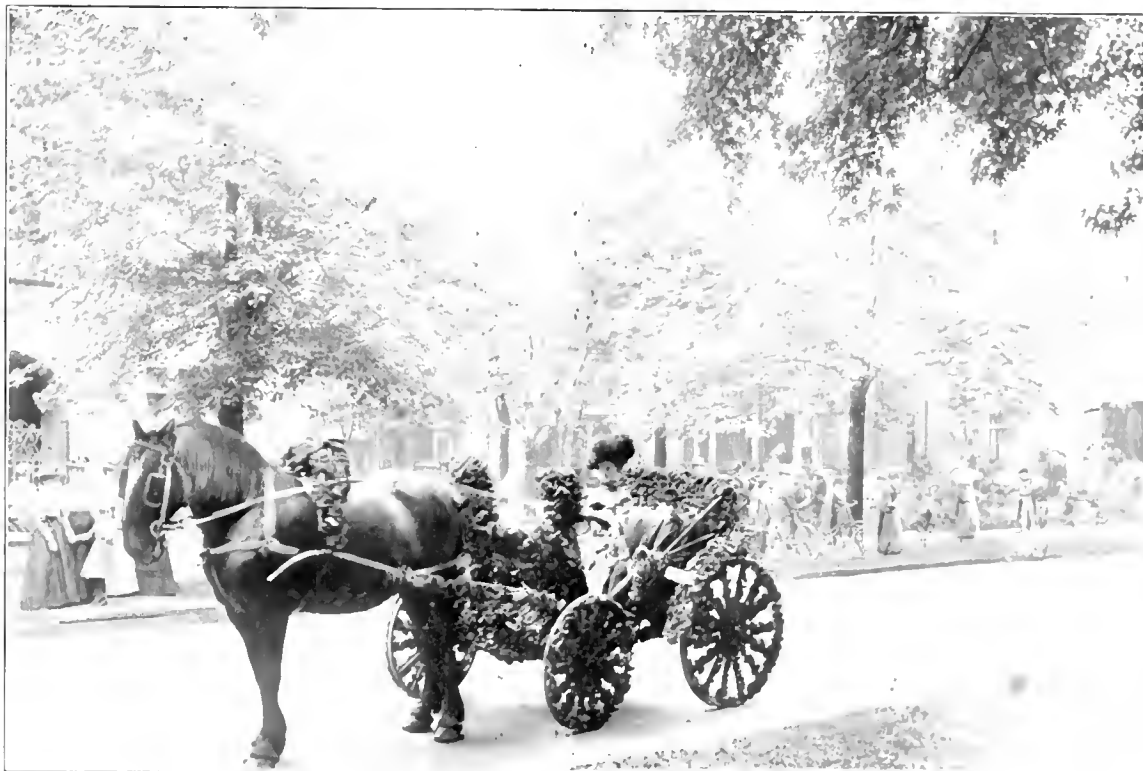
This institution, in its beautiful, imposing, well equipped edifice, is a credit to Detroit, and a strengthening element to her citizenship. The editor gratified in presenting to this country a Catholic heroine, Madame Cahillae, the specially selected picture of this attractive school building erected for the purpose of combining religious with secular education, its splendid corps of teachers efficiently enforces the principles which Archbishop Ireland so eloquently enunciated.

The greatest sophism is the belief that our land is safe so long as we teach our children to read, write and figure.

What is needed to give stability to our nation is development of the conscience. Conscience creates good men, and good men save the State. And right here I were a faithless servant of my country if I did not warn you of the danger cloud rising above the horizon. Religion is rapidly losing ground. There are men especially who never breathe a word of prayer toward Heaven, many of them in public places where their influence and example are bad. Day by day schools and colleges are turning the place of religious papers and magazines reflect these ideas, and it takes no close observer to see that mischief is being at the core of the nation.

It would be inappropriate to refer to the prosperity and importance of the SS. Peter & Paul's Cathedral School without mention of its scholarly, kindly and large hearted founder, Vice-Governor Morgan J. P. Dempsey. Born in 1853, educated at his birthplace, Madison, Wis., and at the Milwaukee Seminary, he was ordained in 1878. After faithfully and efficiently serving parishes at Stony Creek, near Monroe, Iowa, Edgington, St. Clair and Battle Creek, he was transferred, sixteen years ago, to Detroit. For nine years he was chancellor of the diocese and secretary to the Bishop, and for the past seven years has been pastor of the Cathedral. Bishop Foley paid a marked tribute to his worth in summoning him to the great responsibility in the highest appointment in the gift of the Bishop, and the greatest honor in the diocese to which a priest can aspire.

In all Detroit, and especially in the hospitals and the homes of the poor, the affectionate, hearty smile of Father Dempsey and his cheering words have inspired and blessed many a sorrowful and suffering creature.



MRS. GEORGE BECK'S POPPY PHAETON.

A striking equipage that took one of the prizes and attracted much attention and applause was Mrs. Beck's fine phaeton, capitolly covered with brilliant red poppies. Mrs. Beck, beautifully gowned in a poppy red dress, managed with great skill the magnificent and spirited horse that drew the attractive carriage. The brilliant reception extended by the public to the fair occupant from beginning to end of the parade proved an enthusiastic endorsement of the awarding a prize to Mrs. Beck.

Tailored Suits
Costumes
Separate Skirts
Cloaks
Coats
Furs
Waists of all
Kinds and
Neckwear.



THE E. M. BIGSBY CO., Specialty Cloak and Suit House,
199 Woodward Avenue, Detroit, Michigan.



THE PARK COMMISSIONER'S PONY CART.

In this attractive equipage, ornamented with American beauties, Miss Hurlbut and Master Healy drove a handsome team of ponies, each of which weighed about 350 pounds. The carriage was covered with dark red roses and was trimmed with white, the trappings of the ponies also being decorated with red and white roses. Miss Hurlbut carried a white parasol trimmed with crimson roses. The Belle Isle Park Commissioners furnished the beautiful affair.



STATE SAVINGS BANK CORNER FORT AND SHELBY STREETS DETROIT





MRS. CROSBY'S ROMAN CHARIOT.

One of the most unique and striking pieces of the entire parade was that furnished by Mrs. Wm. Anthony Crosby, of Battle Creek. Mrs. Crosby, exquisitely gowned in classic style, drove a white Roman chariot drawn by four white horses abreast. The chariot was profusely covered with yellow roses and the reins and trappings were of yellow satin trimmed with roses. Even the horses' hoofs were gilded. The bottom of the chariot was covered with a robe of polar bear skin. Mrs. Crosby drove without a hat. No equipage was received with more popular favor.

City

Savings Bank

F. C. PINGREE, President
FRANK C. ANDREWS, Vice Pres.
H. R. ANDREWS, Cashier
JOS. A. SCHULTE, Ass't. Cashier
E. J. SNOVER, Ass't. Cashier.
GRATIOT AVE. OFFICE
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and family against
future want by depositing
something each week in
the bank.

The habit of saving is
not only a money-maker
itself, but stimulates thrift
and economy. Let your
dollars earn dollars.

St. Mary's College

St. Mary's Kansas.

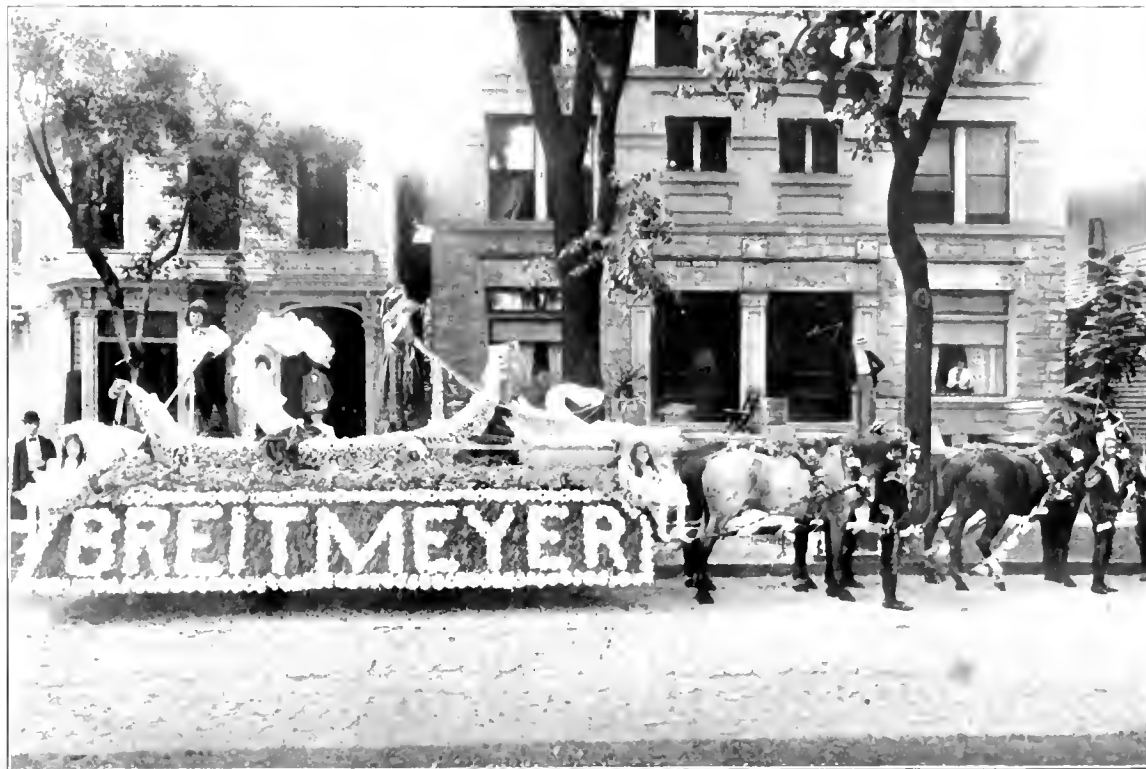
ST. MARY'S COLLEGE, conducted by Fathers
of the Society of Jesus, was chartered by the
State Legislature of Kansas, December 24
A. D. 1899, and empowered to confer Degrees and
Academic Honors in all the learned professions.

The buildings are new; the classrooms, study
halls, dining rooms, and dormitories spacious and
well ventilated. Among the recent improvements
are a steam laundry, a liberally furnished gymna-
sium, and a natatorium. The recreation grounds
are extensive, and afford every facility for athletic
and health-giving exercise.

STUDIES. It is not the object of the College to
train specialists, but to develop all the mental and
moral faculties of the students by means of a lib-
eral education. The student who has successfully
passed through the regular college course is pre-
pared to follow any avocation, or master any
profession he may afterwards choose. The several
classes are graded to contain each a certain definite
amount of matter on which no other class of the
same course will trespass.

...For Full Information, Terms, Etc., Address...

Rev. Jas. McCabe, S. J., President.



J. BREITMEYER & SON'S FLORAL FLOAT.

One of the most imposing as well as beautiful displays was the graceful design furnished by Breitmeyers, the florists. A gondola made entirely of water lilies, freshly picked that morning, seemed to float in green tinted water. Lilies were floating also in the water. On each of the four corners was a sea shell. Outside of lilies and the inside lined with pink. Sitting easily in each of the sea shells was a pretty little girl dressed in white. The gondola was drawn by two white swans, the ribbon reins held by a beautiful girl in Venetian costume. Under the canopy sits the princess, robed in white. At the stern of the float stood a Venetian dressed gondolier, holding a long oar, with which to steer. The float was drawn by four fine horses, each led by a groom, while a mounted outrider accompanied; all dressed in Venetian costume.





SCHROETER, THE FLORIST'S FLORAL FLOAT.

Before the open portals of a Grecian temple, a beautiful garden spreads out, which is filled with many varieties of flowering foliage plants. At each corner of the float bronze vases held up a wealth of nodding flowers. In front of the stairs leading up to the temple, which stood on the commanding eminence at the end of the garden, played a living fountain, in the basin of which water lilies bloomed. The temple entrance was made gorgeous, with its roof covered with growing vines and morning glories. Between the pillars could be seen the goddesses, Ceres (Miss Schroeter), and Flora (Miss Eutcher), impersonated by two twentieth century young ladies with classic features worthy the part, and dressed in the simple, clinging garments of the maidens of ancient Greece. Ceres (agriculture), with a wreath of golden wheat on her lovely brow, carried in her arms a bunch of wheat and a golden sickle. Smiling Flora, goddess of the flowers, with a wreath of roses on her fair head, carried in her arms fresh cut flowers and a horn of plenty. The four large bay horses, breast, had blankets of white satin trimmed with garlands of roses.

Union Trust Company

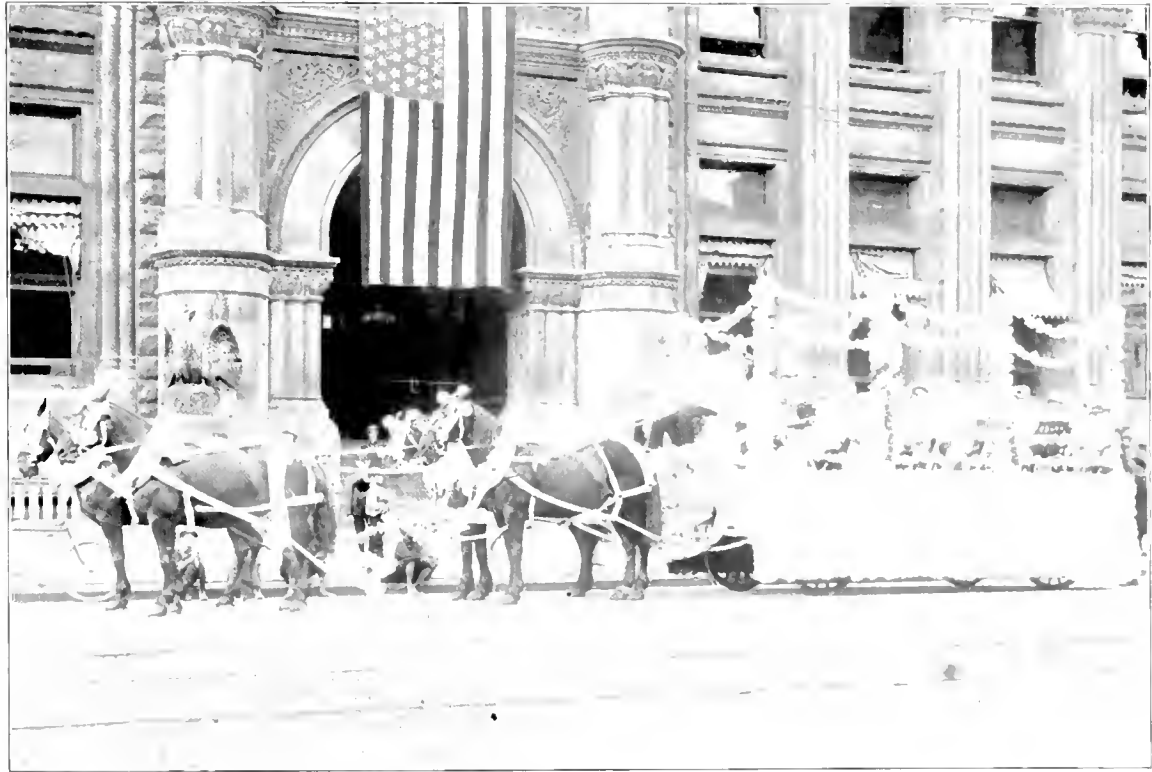
Detroit, Michigan.

	July 12th, 1892.	July 12th, 1901.
Collateral loans	\$ 50,750.00	\$2,351,749.36
Mortgages, bonds and stocks....	381,150.00	2,129,655.86
Capital stock,	500,000.00	500,000.00
Surplus,	NONE	125,000.00
Undivided profits,	10,576.22	69,609.88
Debentures,	175,000.00	3,579,307.68
Certificates of deposit,	NONE	177,641.80
Trust funds,	1,220.38	429,812.75

Morton's Shaker Bread.

PURE. == WHOLESOME.

Sold Only in Sealed Wrappers
BY ALL GROCERS



THE EVENING NEWS FLOAT FOR THE NEWSBOY'S BAND.

Prominent among the handsome displays was the large pink and white roses float, provided for their band by the Evening News. Broad latticework surrounded the float, the ribs of which were covered with sprays of smilax and asparagus. Four horses with pink trimmings drew the wagon. The boys were dressed in white suits with blue and white caps. Their names and photographs appear on page 48, under the photograph of the electric float carrying the Newsboys' Band.

... OFFICERS ...

CHAS. F. COLLINS, President
 D. M. FERRY, 1st Vice President
 WM. S. GREEN, 2d Vice President
 ALFRED K. KIDDER, Secretary and Treasurer
 EDWARD H. COLLINS, Asst. Secretary Treasurer.
 WILLIAM A. MOORE, Attorney.

Capital, \$400,000. Surplus and Undivided Profits, \$550,000
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No. 7 West Fort Street

And we can furnish to outing parties 8, 12 and 16-passenger Breaks (four-in hand) and Coaches with top seats, seating 12 passengers, for park driving; also open carriages at moderate cost. Apply to the

DETROIT OMNIBUS CO.

254 River Street.

Top Seats for 100 People at One Outing.



WM. E. METZGER'S AUTOMOBILE.

The generous applause of the public confirmed the verdict of the committee assigning a prize to this superb affair. In the automobile, beautifully trimmed with natural flowers, rode Miss Blackmer, who carried a large bouquet of china lilies, and J. H. McDultee. The body of the automobile was covered with yellow chrysanthemums and red roses, while the wheels were concealed behind a variety of cut flowers. A huge banner covered the dashboard composed of red carnations, yellow and white roses. Palm leaves and cycas leaves protruded from each corner.

ALL TYPES AND SIZES
EASY AND EFFICIENT

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THIS TRADE MARK.
BEWARE OF IMITATIONS.



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Exposition of 1901 - Sold Everywhere.

THE MICHIGAN STOVE COMPANY
LARGEST MAKERS OF STOVES AND RANGES IN THE WORLD.

John Brennan & Co.

Manufacturers of • • • • •

Steam Boilers

24th Street and M. C. R. R., Detroit.
Branch Works at Battle Creek, Michigan. • •

Frank S. Werneken, Secretary and Treasurer.



LADIES' SODALITY OF THE CHURCH OF THE HOLY REDEEMER.

This beautiful equipage was greatly admired throughout the whole length of the route of the Local Parade. Aside from the attractiveness of the lovely open carriage, the beautiful banner and the brilliant decorations commanded marked attention. In the carriage of the Ladies' Sodality of Holy Redeemer Church rode Miss Kennedy, Miss O'Rourke, Miss O'Halloran and Miss Stark. The color scheme was light blue and white. The entire carriage, this large open carriage was covered with white tulle and wreathed with white roses and blue hollyhocks, while the same trimmings marked the harness and trappings of the horses.

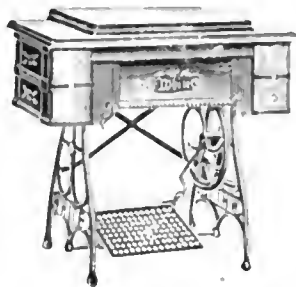


EDWARD B. FINCH'S AUTOMOBILE.

One of the prettiest and most unique floral attractions was Mr. Finch's auto golf trap, which took one of the prizes. A mass of white roses almost completely enveloped the vehicle. In front was attached a bowsprit with rigging and ropes of white roses; broad white satin ribbons extending to the tip of the auto. Beautiful white doves flew ahead of this lovely yacht of flowers. The occupants of the original affair were Mr. and Mrs. E. B. Finch and Mr. and Mrs. J. Sherman Miller. Enthusiastic applause everywhere greeted the exquisite equipage.

The White STEAM CARRIAGE Sewing Machine

These Machines are as near perfection as long experience, selected material and faultless design can make them. Over a quarter of a century's experience as manufacturers of accurate machinery has taught us correct ways. ❖ ❖ ❖ ❖



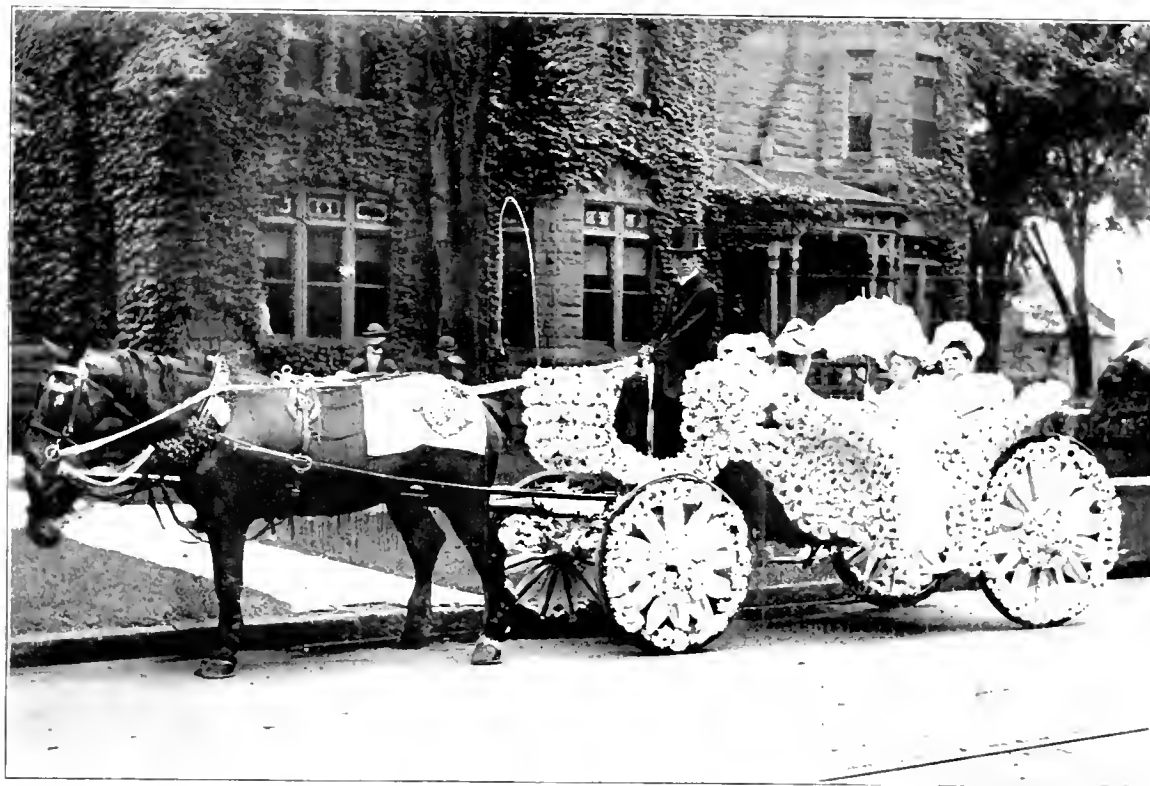
Our Sewing Machine is BALL BEARING, LIGHT RUNNING, Durable, Reliable and Up-to-date.

Our Steam Carriage with its STEAM GENERATOR, which is not a boiler, and absolutely non-explosive, gives excellent satisfaction. We desire your examination and trial of these machines.

White Sewing Machine Co.,

212 Woodward Ave., - , Detroit, Mich.





LADIES' CATHOLIC BENEVOLENT ASSOCIATION CARRIAGE.

A prize was quickly given to the delightful effect secured in this artistically arranged vis-a-vis, the only one with water lilies. The victoria was first covered solidly in white; over this were ruchings of green tulle, and on the soft green background water lilies were carelessly strewn. The horses' light green satin blankets, with the insignia of the order worked in flowers, and a decorated harness completed one of the prettiest sights in the whole parade. The worthy occupants were Mrs. Elizabeth B. McGowan, supreme president, of Buffalo, N. Y.; Mrs. J. A. Royer, supreme recorder, of Erie, Pa.; Mrs. Felice Girardot and Mrs. Anna Devine, of Detroit. They wore gowns of white and carried parasols trimmed with water lilies and light green. Behind the carriage came the guard of honor led by Dr. H. S. Terry and Dr. Labadie, dressed in white duck and wearing sashes of pond lilies.

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THREE PER CENT. on larger
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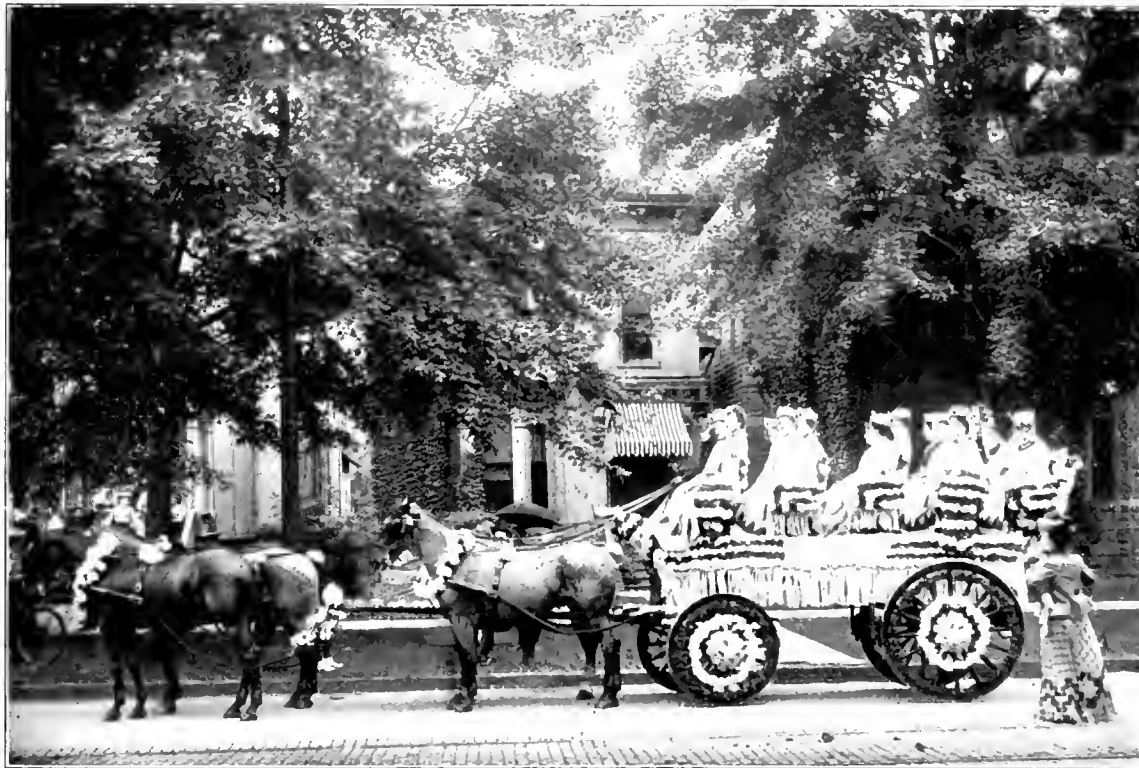
The above picture taken from the shows BERRY BROS.' toy wagon in use. Ask your dealer in Paints and Varnishes about it, or drop us a line and we will mail you copy of above picture and particulars.

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Main St.; St. Louis, 7-9 K. Louisa St.; San Francisco, 12 Front St.

FACTORY AND MAIN OFFICE DETROIT



LADIES' AUXILIARY INDEPENDENT ORDER OF FORESTERS.

For what it was, and what it represented, there was nothing more attractive than this magnificent tally-ho coach, which won a prize. On a blue background over 10,000 red and white roses were tastefully set. On the sides were the initials of the order. The four horses were decked in the red, white and blue colors of the I. O. O. F. The fifteen beautiful occupants, in the characteristic classic gowns of the order, were the ladies' drill corps: Miss Leali Simpson, Captain; Mrs. Charlotte Nichols, Standard Bearer; Mrs. Julia Bolton, Secretary; Mrs. Jessie Evans, P. C. R.; Mrs. Alberta Droelle, V. C.; Mrs. Melinda Brennan, Organist, and Mesdames Angie Weikert, Lucy Eisenlord, Jessie McGauther, Jennie Dunn, Annie Robinson, and Eva Hoffman, and Misses Genevieve Vernier, Agnes Lorkowski and Mabel Genicke. The superb carriage was given by Elliott G. Stevenson, and was decorated by the Detroit Omnibus Co., under direction of Supt. Hartford. The magnificent and delightful ensemble was a memorable reminder of the power of a mighty fraternity, where abound beauty, culture and golden rule activities.



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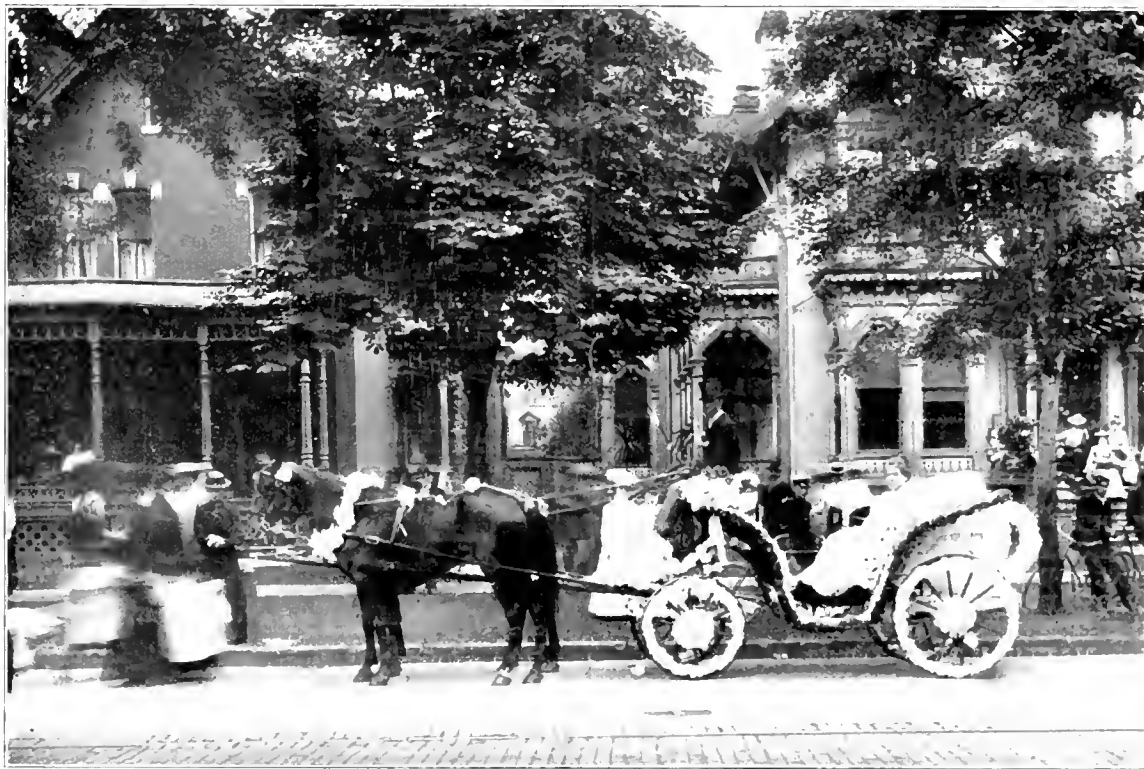
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THE I. O. O. F. VICTORIA OF MRS. ELIZABETH BONNER.

Like a worthy queen, among American princesses, rode, in a beautiful carriage, Mrs. Elizabeth Bonner, Deputy Supreme Chief Ranger of the Ladies' Auxiliary of the Independent Order of Foresters. A profusion of red and white roses, on a blue background, were vividly expressive of the national colors of the order. The horses were dark bays, with harnesses liberally trimmed with red, white and blue. A marked attraction to the Floral Parade was this beautiful equipage, graced by a charming officer, of high rank in an effectively fraternal organization for the betterment of humanity. Delightfully will linger in memory the two fair-like visions, which were added to the glories of the day by the enterprising ladies of this admirable order. Both of them contributed to the prize awarded.

The Standard Life and Accident Insurance Company,

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Incorporated 1884

Cash capital	\$ 250,000.00
Gross assets	1,223,810.52
Reserves	768,449.00
Surplus to policy holders	455,361.52
Claims paid	5,892,141.51

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AND ALL FORMS OF

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WHAT THE DIVINE SARAH SAYS:

Dear Sir,
I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the above named subject.

I am very glad to hear that you are so well, and I hope that you will continue to be so for many years to come.

I am, Sir, very respectfully,
Your obedient servant,
Sarah

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The Daintiest of Women

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PUBLIC LIGHTING COMMISSION CARRIAGE.

A unique and hand-some design presented four arches of red and yellow roses, meeting at the top, while from the center depended an arc light. The body of the carriage was covered with red and yellow roses, with trimmings to match. The wheels were lavishly trimmed with similar decorations. The splendid black horses wore a harness covered with yellow satin. The charming occupants of the attractive equipage were the Misses Jessie and Ethel Oletz and Gladys Lloyd, daughters of ladies of the committee. Hearty applause everywhere greeted the appearance of this admirable addition to the Floral Parade.

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In the buying of your Fur Attire, I place at your selection the idea of quality and excellence of my large wholesale lines, a choosing not equaled in the country. Here you are at home in the headquarters of Fashion.

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Twenty seven years of successful continuance is of itself a sufficient guarantee of stability and excellence.

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The faculty comprises thirty-one noted instructors alert to every requirement of advanced methods in each department.

The artistic achievements of pupils have commanded the admiration of Edward MacDowell, Theodore Thomas, Heinrich Barth, Xavier Scharwenka, Constantin von Sternberg, Julia Rive-Kong and other famous musicians.

Prospectus on application.

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DR. E. B. SMITH'S OPEN "PIANO BOX" CARRIAGE.

Four shades of chrysanthemums, from amber to the deepest orange, completely shielded this light run-about in an artistic manner. The wheels were covered with masses of flowers. The harnesses were also beautifully trimmed with variegated flowers. The dark bay horses were a worthy team to draw this attractive equipage. The occupants were Dr. and Mrs. Smith, and Charles Smith, Jr.

The A. B. Chase Piano

has reached that high plane in the musical world where its unquestioned position as a high grade artistic instrument, brings to it a large patronage by natural selection. That is to say these patrons cannot be tempted to place any other than an A. B. CHASE Piano in their homes. They possess all the worth and excellence that a piano can possess need no apology when you ask your friends to play, and you are proud to be the owner of one and have a right to be. ♪ ♪ ♪ ♪ ♪

When you hear the sweetest piano you ever heard, look on the name board and you will see A. B. CHASE, Norwalk, Ohio, they are built to sound that way. You are cordially invited to call at our warerooms and get acquainted with this beautiful instrument. It's the Artist's Ideal Piano. ♪ ♪ ♪ ♪ ♪

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THE VICTORIA OF JAMES SWART.

A more forceful effect could not be devised than that secured in the dainty decorations on this carriage, which instantly captured a first prize. A delightful symphony in violet, of every tint from the palest to the deepest and richest shade. The splendid dark bay horses, with gilded loads, had harnesses trimmed with white satin and violets, while great butter bows and ends of white ribbon were tied at intervals. The beautiful and distinguished occupants were Mrs. A. T. Bliss, wife of the governor; Mrs. H. S. Johnson, of Saginaw; and Mrs. Col. Waite, of Manistee, all the ladies exquisitely gowning in the latest fashions. Enthusiastic hundreds of thousands thought, "Glory for Michigan! there's something great in the grand old state outside of Detroit." "Mine Host" Swart did not waste a Cadillac and his hotel. The applause that everywhere greeted this unsurpassed addition to the Floral Parade ought to have reached well toward the homes of the fair, who worthily adorned the fairy-like chariot.

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Designers and Builders of—

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FAMILY BURIAL VAULTS.



THE design and construction of a monument is an art. The artist can select the material, choose the design, and select the location. It is the artist's duty to make the monument as attractive as possible. The greatest essential is proper proportion. The monument should be of a size to occupy the space and not be too large or too small. Our long experience and skill in the design and construction of monuments is our greatest asset. We can make a monument that will stand the test of time and be a fitting memorial to a loved one.

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DETROIT OPERA HOUSE BLOCK,

—DETROIT.—



FRED SAUNDER'S AUTOMOBILE, TRIMMED WITH NATURAL FLOWERS.

On the body of the carriage was a background of green, which was partly hidden by water lilies and morning glories. In front of the auto were a flock of doves, which had the appearance of drawing the vehicle. They seemed to be driven by Master Fritz, with reins of ribbon. The tasty vehicle was covered with a top awning made of smilax and white roses. Beneath it sat Mr. Sanders, Miss Sanders and Master Fritz Sanders, the latter dressed as a young French drummer boy of the time. Cadillac. Natural flowers were scattered with a lavish hand all along the route of the parade by the pretty young lady. The exquisite creation, in fresh blossoms, in turn, was greeted with enthusiastic applause and easily captured one of the prizes. 81

THE THOMAS NORMAL TRAINING SCHOOL

FOR PUBLIC SCHOOL MUSIC, DRAWING AND PHYSICAL CULTURE TEACHERS.



- Prepare, Supervise, and other teachers of these branches for their work in the public schools.
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- The finest School of its kind in the country. A fine opportunity for practice is given every pupil.
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Public School Music Public School Drawing Public School Physical Training

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Give up System of Piano Study to the Modern
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These Systems are perfect and can be taught in the School
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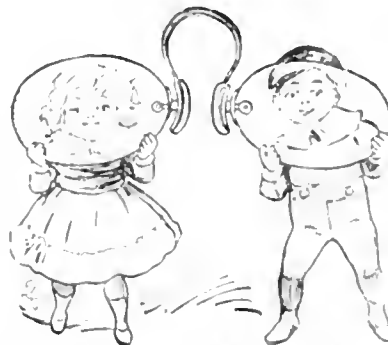


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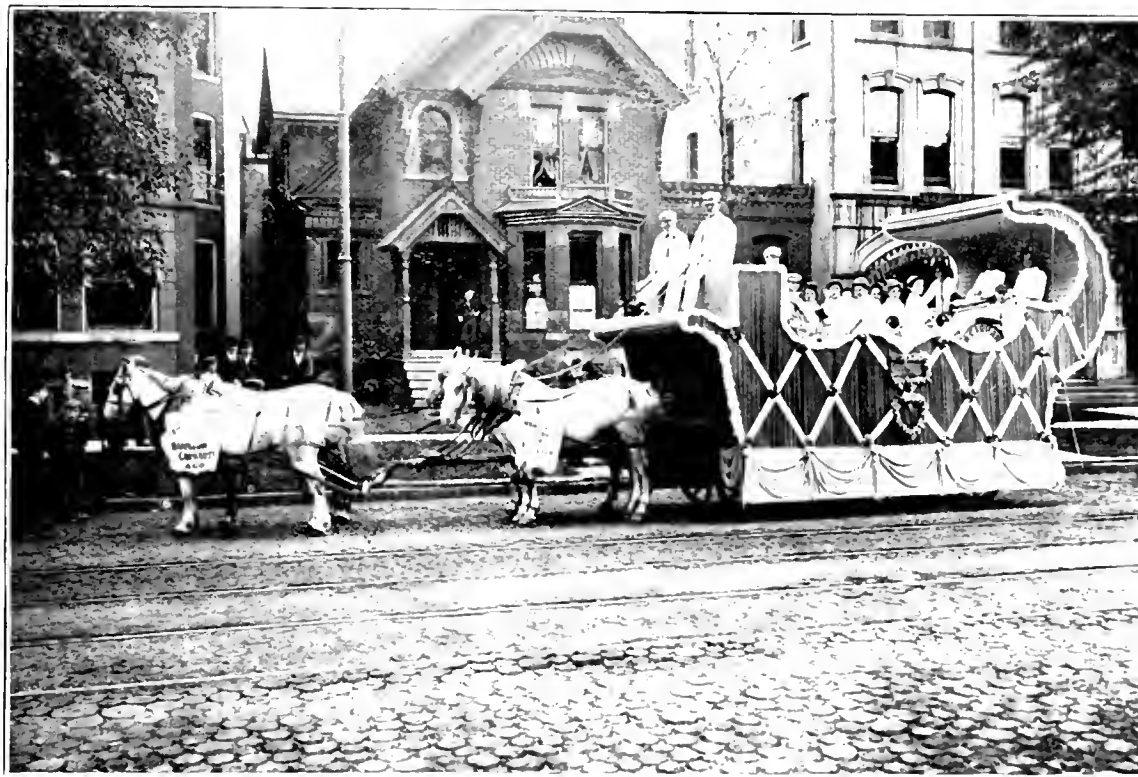
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DEPARTMENT C. in charge of a Catholic lady of broad experience, makes a **Specialty** of **Fabrics** for the Sister trade. Send color and ask for samples. We manufacture an extensive line of **burial** garments and habits. Will submit assorted dozen on memorandum.



THE "CHARIOT OF THE HAMILTON CARHARTT LADIES" BAND.

Nothing in the entire Bi Centenary celebration was more pleasing or popular than the celebrated Carhartt Ladies' Band. The magnificent equipage was a float decorated in yellow, white and purple, yellow and red roses being used in profusion. But the crowning ornament was the delightful and intelligent and charming faces of the skilled musicians. Equally beautiful and thrilling was the splendid music rendered by them. Its exquisite delicacy had charms that mere men may hardly expect to equal; while in the patriotic and martial nothing could be more soul stirring. The same ladies, as the Carhartt Drum Corps, were the most brilliant and talked of feature of the Industrial Parade. They are all employees of the celebrated Dretter who has made union made clothing popular. No one failed to agree with the remark of Pere de Margerie, the representative of France, "May the pretty young ladies in white always meet with the same great success!" The beautiful members were: Lucy Russel, Rosie Reinke, Mae St. Thomas, Laura Malo, Minnie Jones, Grace Demsky, Anna Beyer, Minnie Frahm, Margaret Wolcott, Mary Frahm, Hazel Bertram, Louise Schoenberg, Ida Berhardt, Gertie Reinke, Louise Stamm, Gustie Teschke, Tillie Reinke, Anna Reinke, Emma Pahl, Margaret Russel, Clara Zizka.



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THE VICTORIA OF THE KNIGHTS OF THE LOYAL GUARD.

Large yellow poppies concealed the carriage from view, blending from the lighter tints to orange and deep red. Smaller, relieved the color scheme. Yellow roses, peonies and hollyhocks, over ruching of green tulle, aided also in producing a highly artistic effect. The beautiful occupants were the supreme officers of Auxiliary No. 1, of Division No. 35; Misses Elizabeth Woods and A. Wilson. They wore gowns of white and white hats, and carried white parasols trimmed with poppies. The horses were also decked with the same flower, the whole making a vivid color picture. A very attractive reminder of the worthiness of the splendid order, it received generous applause.

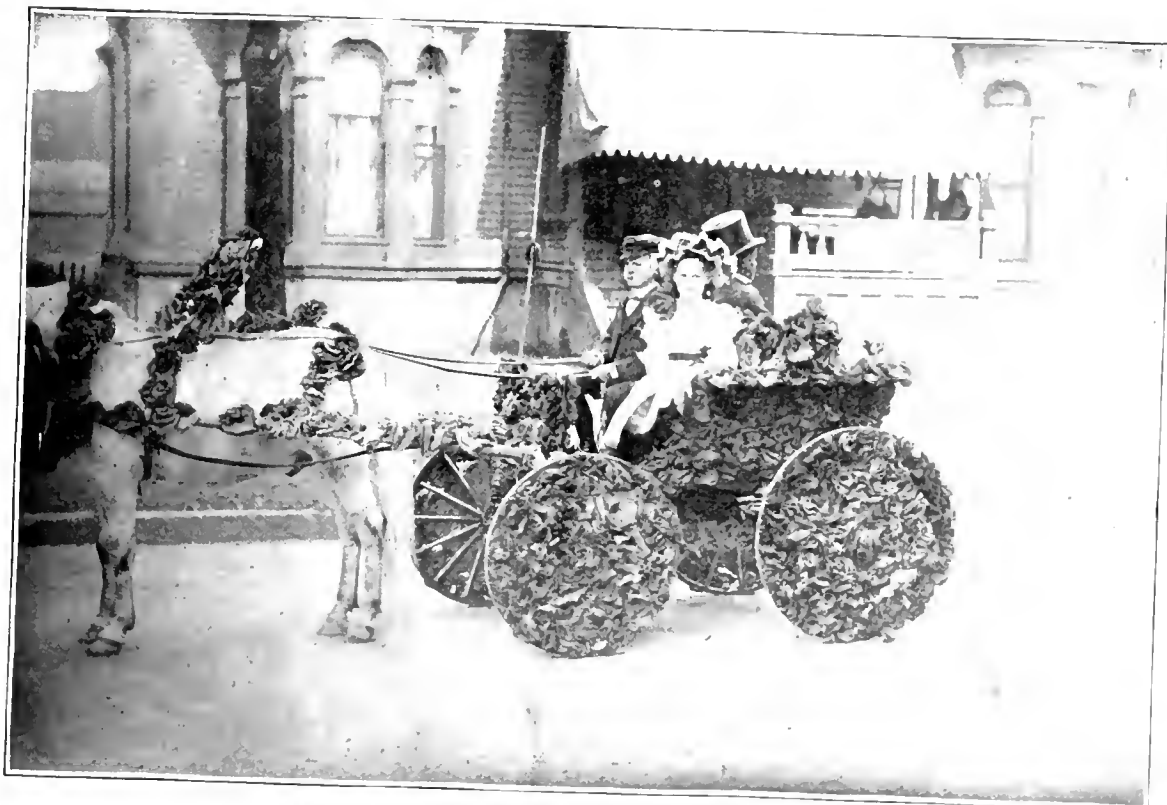
THE OLDSMOBILE



Gasoline Runabout

AN all around Business and
Pleasure vehicle. ✂ Perfect
control. ✂ Fully guaranteed.

OLDS MOTOR WORKS, DETROIT, MICHIGAN.



(THE PONY CART OF MASTER FRED INGRAM.

The son of the enterprising chairman of the Floral Committee determined that he, too, would have a stunning turn-out, with a beautiful queen, and well did he succeed. The handsome cart was lavishly covered with green and red poppies and green leaves, with the wheels and gear in green bunting. The dapper little Shetland pony had his neat Russian harness completely concealed with red satin and many flowers. The smiling and charming queen was Miss Edna Potter. The dignified and impressive colored Ethiopian footman was Master Wellington Stevenson. The stunning turn-out cut a great dash and evoked the most hearty applause. It was no wonder to any one that it took a prize.

The J. H. Bishop Co.



Importers and Manufacturers of

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Angora and Sheepskin Rugs
and Long Wool Dusters.

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You will at all times, find the

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Goods and Ready to wear Gar-
ments at Lowest Cash Prices.

WE GIVE GREEN TRADING STAMPS
WITH ALL CASH PURCHASES

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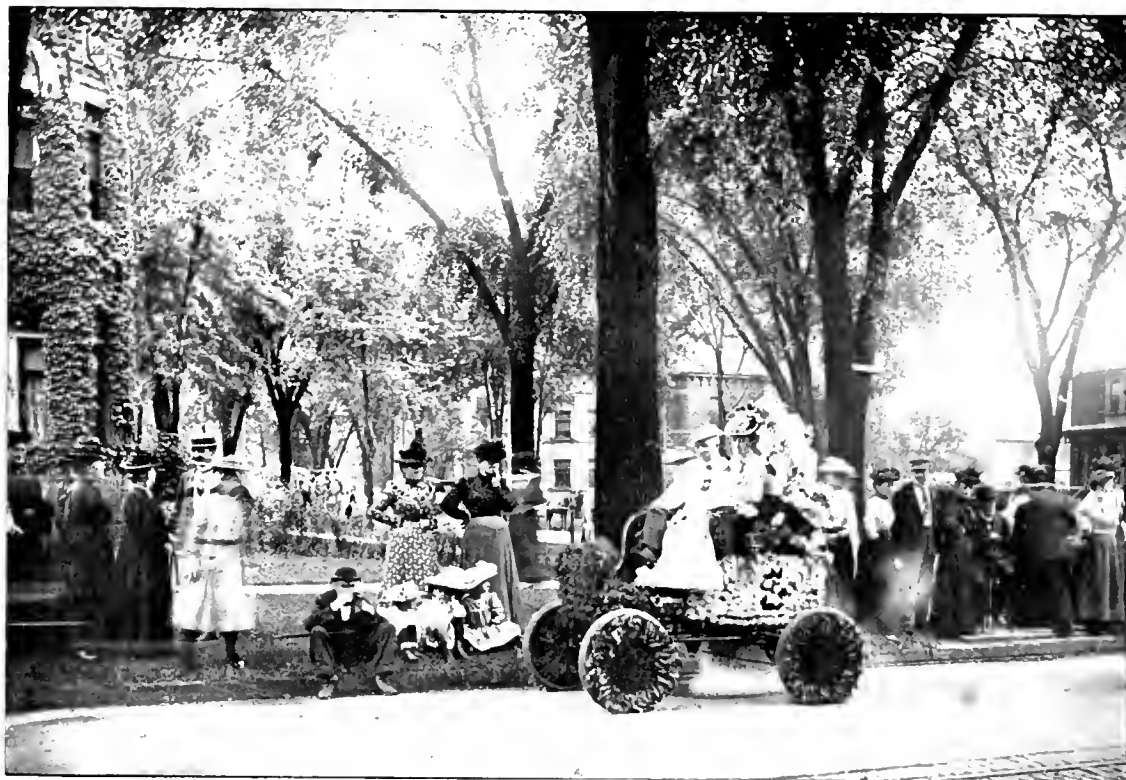
Leon Coquard



Architect

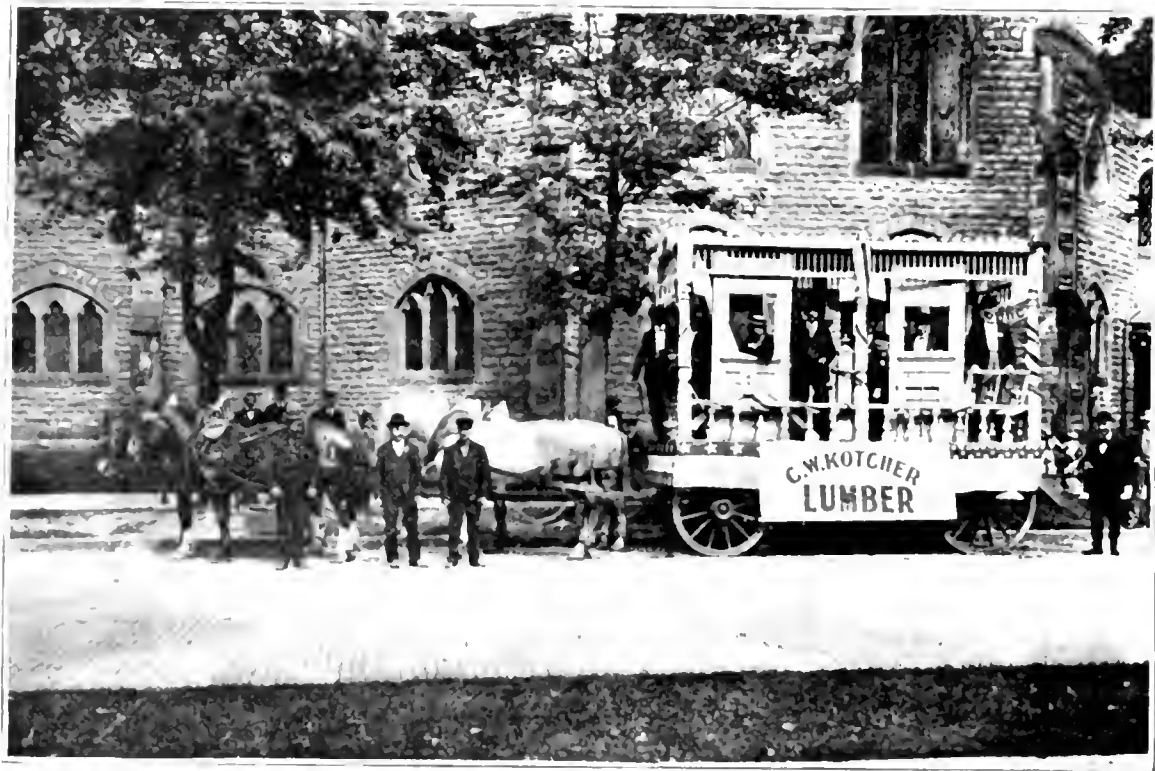
169 First St.,

DETROIT, MICH.



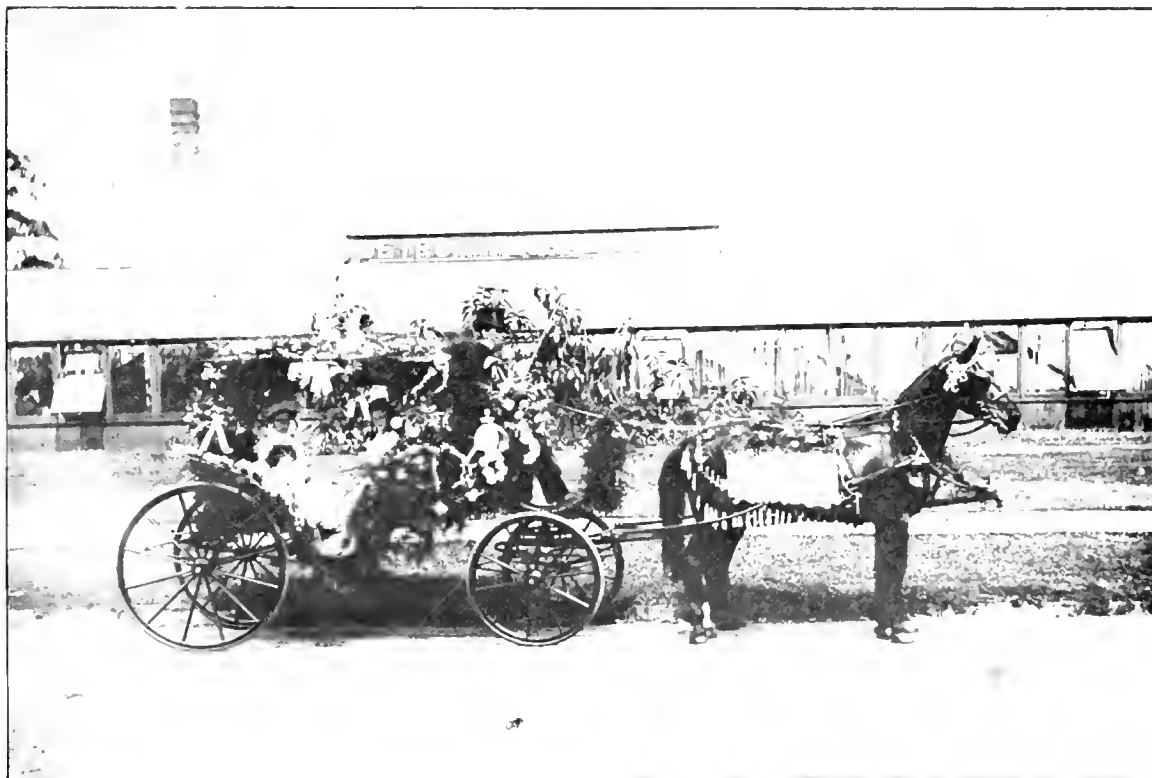
THE SUNFLOWER AUTOMOBILE OF JESSE SAXTON.

The only predominating sunflower trimmings in the entire parade were those upon the automobile of Mr. and Mrs. Jesse Saxton. The wheels were made to represent four large ones, and on the body of the machine were a few wild ones. The dashboard was covered with red roses and sprays of asparagus. The sides were covered with pink and white roses, in the center of which were worked large initials S in red.



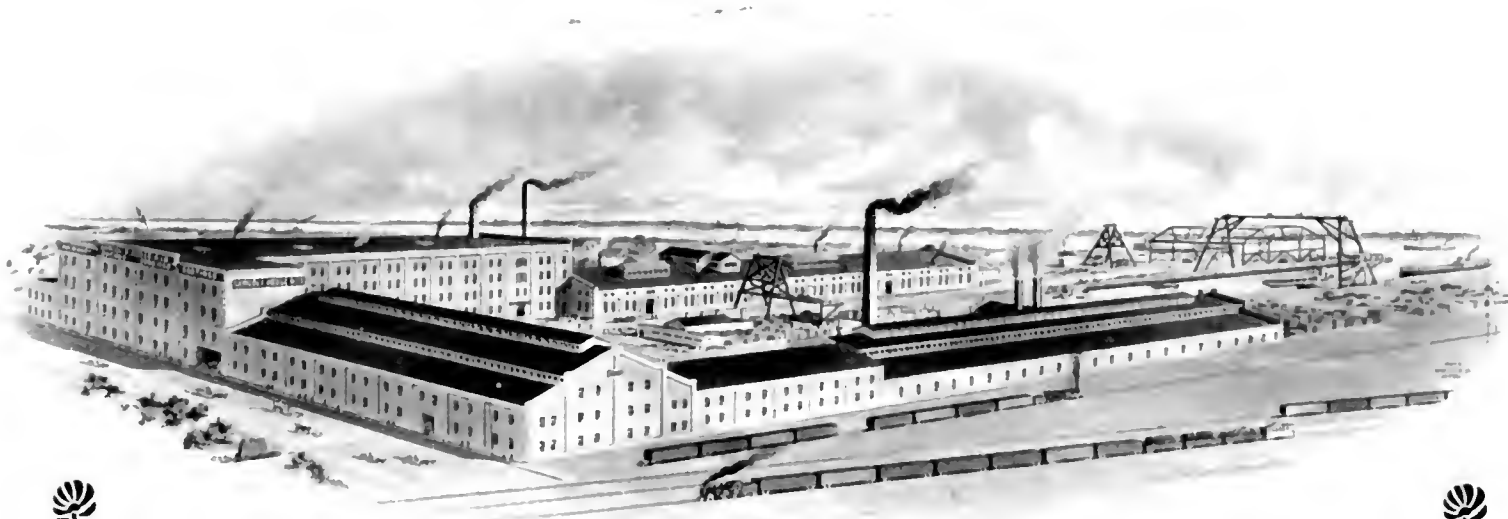
C. W. KOTCHER'S FLOAT IN THE LABOR DAY PARADE.

The C. W. Kotcher Lumber Co. is a large and successful business. The design, peak, structure and construction of the float are of the highest quality. The float is a large and ornate structure, and is pulled by a team of horses. The float is decorated with a banner that reads "C.W. KOTCHER LUMBER". The float is a large and ornate structure, and is pulled by a team of horses. The float is decorated with a banner that reads "C.W. KOTCHER LUMBER".



THE DETROIT FLORAL COMPANY'S CARRIAGE.

Lilies of the valley, roses and violets were prodigally employed in beautiful combination. The top of the carriage was adorned with a splendid floral crown, artistically arranged in the French tri-color. The canopy-top carriage was thereby made a brilliant attraction. The blankets of the horses were liberally decorated with violets and a golden fleur-de-lis. Besides Proprietor Flowerday, the bright and pretty occupants were Miss Mabel Flowerday, Miss Lilian Reichert and Miss Margaret Mather.



Established 1863.



Incorporated 1883.

SAMUEL F. HODGE & COMPANY

DETROIT, ✕ ✕ ✕ ✕ ✕ MICHIGAN.



THE ELECTRIC AUTO OF EX-ALDERMAN P. J. SCHNEIDER.

Morning glories, with a profusion of trimmings in green, were the decorations employed. The Alderman had been absent from the city until just before the day of the Floral Parade, and the work of preparation had to be done at shortest notice, with the greatest possible speed. As this enterprising citizen is well known as never wanting in public spirit for anything for the credit of Detroit, he determined to practically show his good will. Something about these automobiles appears to fine advantage under floral decorations.

H. W. BECKER,

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London Dyed Seal Garments a Specialty.

50% Out of date Fur Garments made with 20th Century style.

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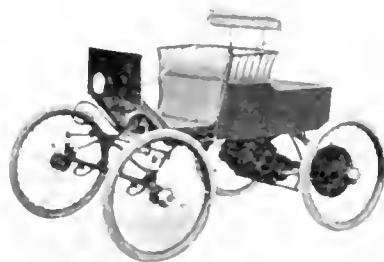
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Electric, Steam and
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J. P. SCHNEIDER, STATE AGENT,

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Highest Award at World's Fair.

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FUNERAL DIRECTOR.

331 Jefferson Avenue,
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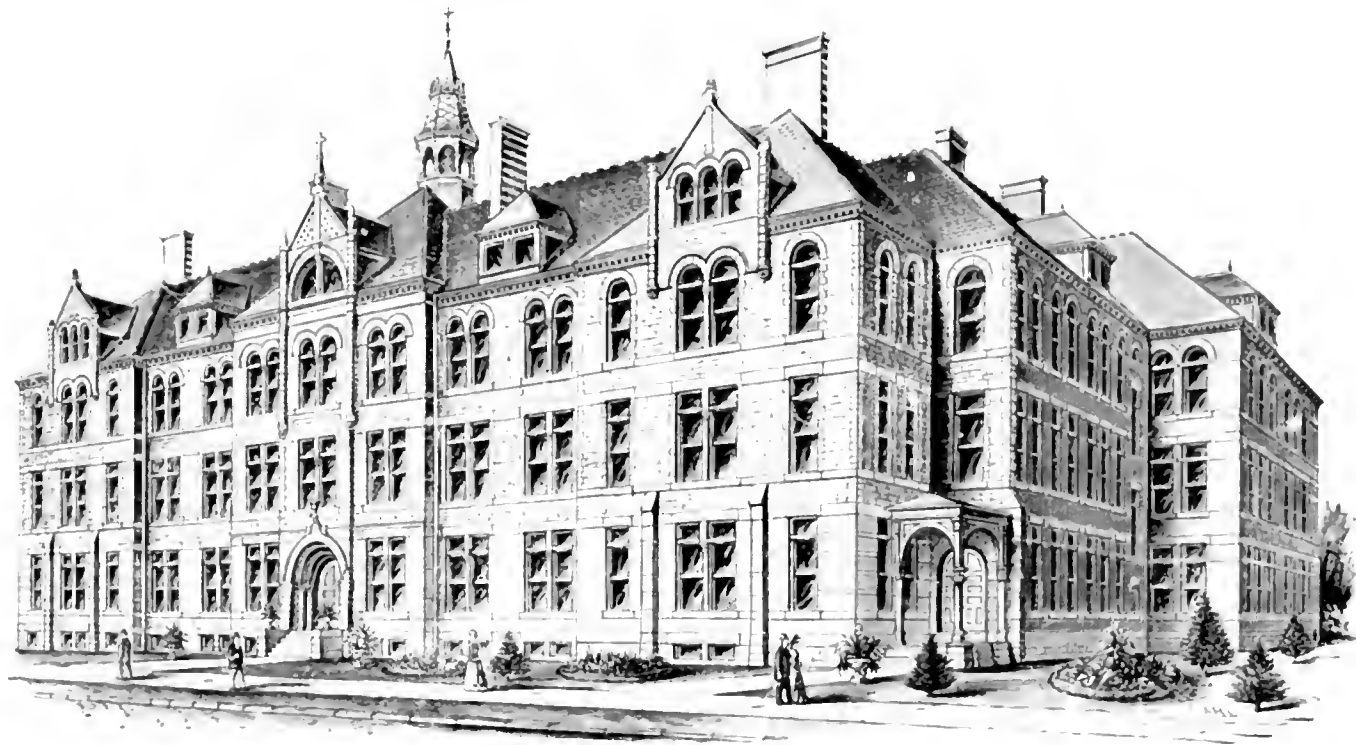
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DETROIT, MICH.



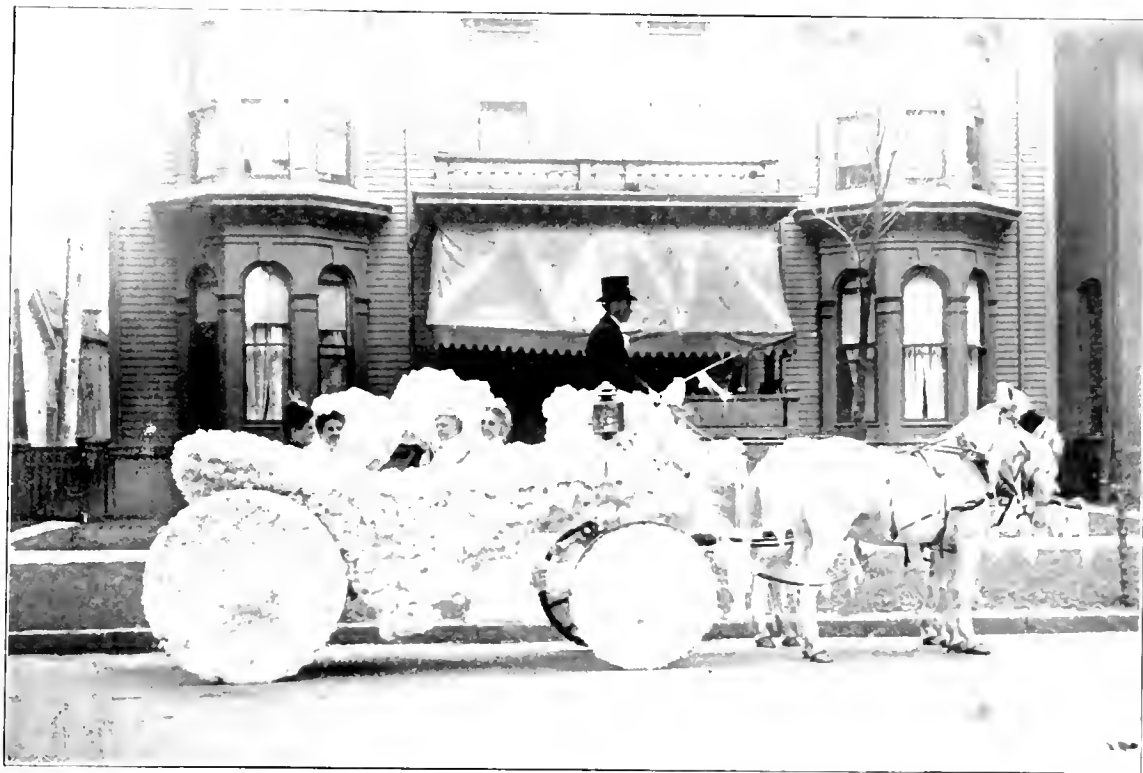
THE 'LADY MACCABEES' FLORAL BEE HIVE.

Well worthily won was the prize instantly given to the magnificent display by the ladies of this night's order. Just preceding the fair, MacCabees' float came an immense truck drawn by four black horses. Great arches of roses towered above the center of the float, on which had been erected an immense pile of deep red roses in the form of the beehive of the order. Garlands decked the pillars, which were of white and red roses and festoons of the same color were hung from the corners of the float. The whole was done on a large scale, and was one of the most elaborate of the entire parade. Several pretty girls, members of the order, rode in the float. Great applause was showered upon both the beautiful equipages.



THE DETROIT COLLEGE

Among the most prominent and accessible institutions of learning in the Detroit College, on Jefferson Avenue, conducted by the Jesuit Fathers. The college courses and method of instruction is general, yet complete and inspiring discipline, the inspiring enthusiasm of the various instructors and the extremely moderate terms of only sixty dollars per year, all effect a combination to draw full classes of students in their studies as well as in sports. Athletics are not neglected. In fact, our celebrated football team has won many of the important games. A well equipped institution for superior instruction in the arts, sciences, languages, music and in the development of the fine and honorable character, the Detroit College is more than worthy of the great popularity it has secured, which it is a pleasure to the editor to attempt to record. The great and noble-hearted President, Rev. Father James D. Foley, S. J., will send catalogues and detailed information forwarded to all applicants.



THE VICTORIA OF THE LADIES OF THE MACCABEES.

More than 8,000 white roses formed a superb decoration that completely hid the carriage from view. Prominently covered with white flowers, the carriage was occupied by the occupants, exquisitely gowned in white, and carrying white parasols, were Mrs. Frances E. Burns, of St. Louis, Mich., Grace Comins, Mrs. J. M. J. R. Arbor, Great Keeper of the Seals and Records; Mrs. Susie S. Graves, Port Huron, Great Keeper of the Finance, and Dr. Emma Cool, 38 W. Hancock Avenue, Detroit, Great Medical Examiner.

The carriage and the float of the Maccabees elicited enthusiastic applause all along the route of the parade. This expression of sympathy and admiration for the vision of the beauty and purity of the principles of this magnificent order; hallowed in its nativity and benediction by the church and power of the world, and the contribution of the Maccabees took a prize.

CASS. G. ROBINSON

Real Estate and
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No 99 Griswold St.
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The
Skating
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Chas. F. Marschner,
Lessee.



FACTORY OF

The Caille Brothers Co.,

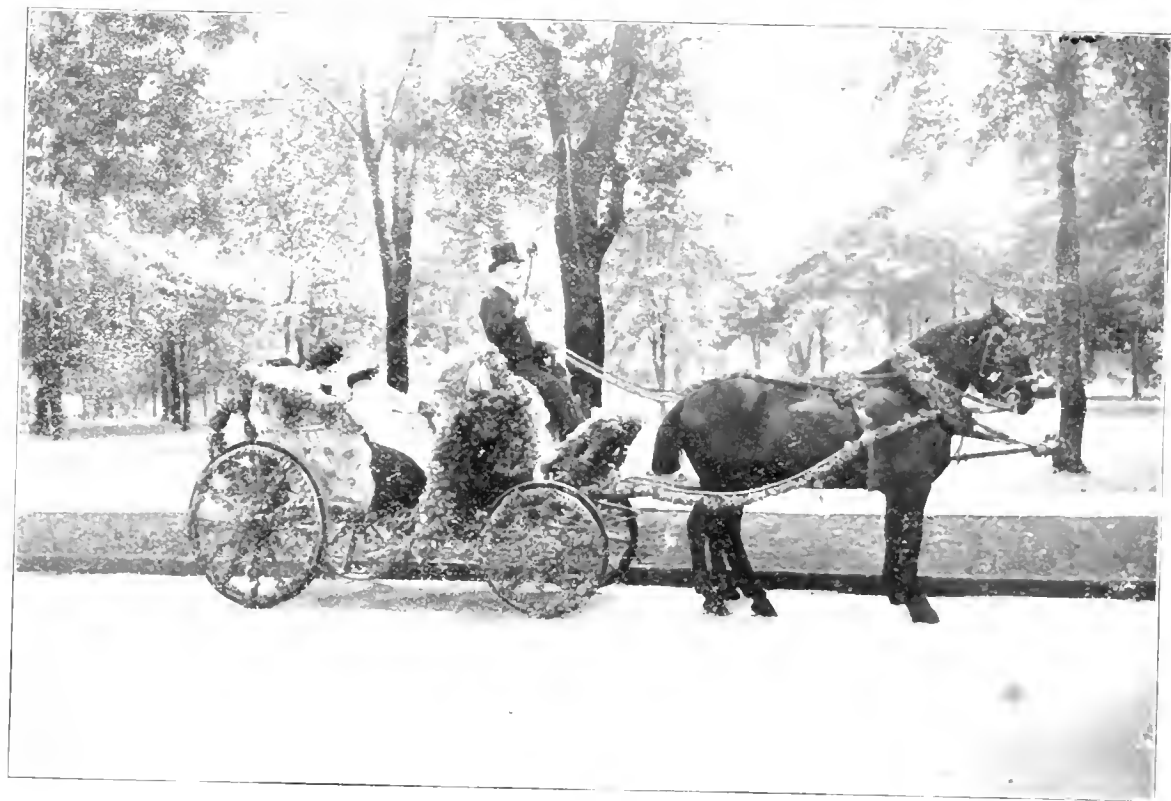
Manufacturers of all kinds of

COIN-CONTROLLED
APPARATUS ❀ ❀ ❀ ❀

Write for Catalogue.

1427 1457 Woodward Ave.

DETROIT, MICH.



COL. FRANK J. HECKER'S VICTORIA.

Marechal Niel yellow roses, in the final stage, were the beautiful flowers used to cover almost completely the body of the handsome carriage. The wheels were covered with the brown broadcloth trimmings. The wheels, pole and harness were covered with yellow satin. The horses were two handsome thoroughbred bays from Kentucky, full of life and motion. The charming ladies, attractively gowned, wearing picture hats trimmed with roses, were distinguished visitors to the city, Mrs. Herbert F. Johnson, of Lansing, and Miss Fanny Ide, of Saginaw, a niece of Gov. A. T. Bliss. This beautiful contribution to the Floral Parade was a marked success and won generous applause.

L. B. C.



MAJ. B. H. ROTHWELL

Rothwell & Co.,

326 to 329 Chamber Commerce.
Detroit, Mich.

DEALERS IN

REAL ESTATE. FIRE INSURANCE

Money to Loan. Promoting Stocks and Bonds. House Renting. Exchanges, etc. Send for our List of Property For Sale and Exchange.

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TOWAR'S

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MILK, CREAM AND CREAMERY BUTTER.

Proprietors of the celebrated Dairy Farm near Ann Arbor
where are kept 100 Certified Jersey Cows.

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YOUR CREDIT IS GOOD

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COR. CASS STREET AND MICHIGAN AVE.

Phone 1130
Long Distance Phone 1131.

Cable Faltis

Faltis Market Co.

PURVEYORS OF

Fancy Dressed Poultry & Game

301 WOODWARD
AVENUE. _____

DETROIT,
MICH. _____



THE VICTORIA OF THE CATHOLIC ORDER OF FORESTERS.

Exquisite decoration fairly smothered the carriage with fluffy white chrysanthemums, while from the front and back fluttered white flags, each bearing the Order. The wheels were covered with chrysanthemums. Two splendid black horses were equipped with harnesses wrapped in white satin and decorated with garlands of white chrysanthemums, while the fly nets were profusely trimmed all over with white chrysanthemums. More than 10,000 flowers were used in all. One of the supreme officers of the Foresters was the beautiful and distinguished occupant, Mrs. Mary E. Timmony, 329 Cagg Street, Detroit, Supreme Chief Ranger. She was exquisitely gowned in a handsome black lace costume, wearing a black picture hat, and carrying a black parasol. The beauty of the solid mass of pure white chrysanthemums, with the harmonious combined contrast of black, attracted the admiration of all. The admirable ensemble was praised and cheered along the whole way.



MRS. KATHERINE TEAHEN,
OF DETROIT

State President of the Ladies' Auxiliary of
the Ancient Order of Hibernians

THE VICTORIA OF THE LADIES' AUXILIARY OF THE ANCIENT ORDER OF HIBERNIANS.

A beautiful design of white and green distinguished the adornment of this attractive equipage. Crush roses of palest green, combined with white, solidly covered the body of the carriage, with a bordering, also, of green. The wheels were in solid green, with white felloes. The driver wore a coach costume of white and light green. The horses wore harnesses of pale green. The attractive and distinguished occupant of the handsome victoria was Mrs. Katherine Teahen of Detroit, the President of the State organization. As the parasol, appropriately trimmed in white and green, somewhat hindered the photographer in securing a best portrait of the popular lady, we present that in an additional view. The multitudes of friends of "Old Ireland" were deeply stirred at the appearance embodied in this collection, and vociferously cheered the attractive equipage. Everybody agreed that it was worthy of the prize it received.



Academy of the Sacred Heart.

Day School, 322 Jefferson Ave., Detroit. Founded 1851.

THE aim of the Religious of the Sacred Heart is to give to their pupils an education which will prepare them to fill worthily the place for which Divine Providence destines them. The training of character and the cultivation of manners are, therefore, considered matters of primary importance, and the health of the pupils is the object of constant solicitude. Active physical exercise is insisted upon.

The study of French is obligatory for all the pupils, and special advantages are given for French conversation. Needlework and order receive particular attention.

A Boarding School Department is located at Grosse Point; an illustration of which appears on second page following.

The editor adds to the usual announcement made regarding the Academy, the general public verdict of high approval of the thoroughness in scholarship training, the admirable discipline and the successful development of character secured by the Sisters in charge. Details can be obtained by application to the Reverend Mother Superior.



PHONE 1854.

Clark Electric Co.

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176 Jefferson Ave.

"If it's made we have it, or will get it for you."

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FINEST Accommodations in Detroit, for Storage. Reliable warehouse company, in a New Building erected especially for that purpose. Household goods cared for on the most improved plan in space of compartments. Rates reasonable. Packing, Boxing and Shipping.

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ELVIN SINGER

Pupil of the world renowned Master Francesco Lambertini of Milan, Italy, and G. Strigini of Paris; and who sang leading tenor roles in Grand Opera in Europe, also in the principal cities in the United States and Canada, gives instructions in

**THE
ART
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Careful and thorough foundation given beginners.

Special course for teachers or those desiring to teach.

Pupils received at any time.

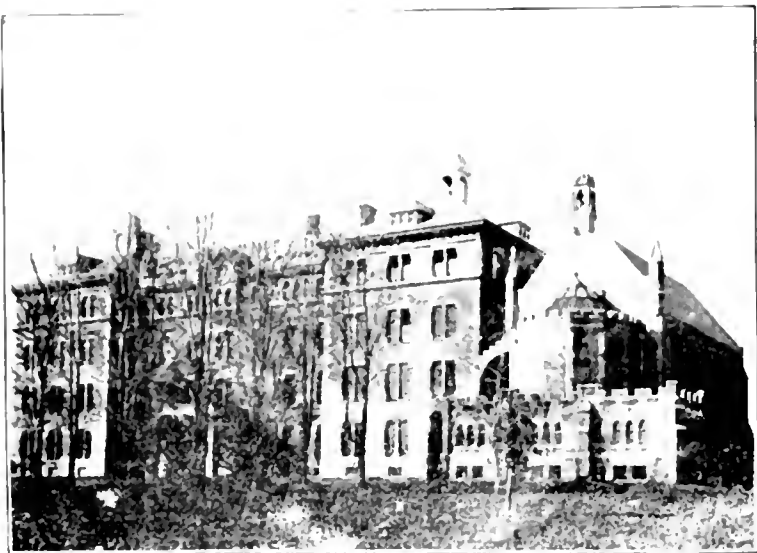
Illustrated circulars sent free on application.

**Studios: 270 Woodward Av.
COR. GRAND CIRCUS PARK
PHONE MAIN 3803. DETROIT.**



THE CARRIAGE OF MRS. P. A. GLIDDEN.

A *round* decoration of roses and carnations was placed on the front of the carriage, which was a single carriage, occupied by Mrs. P. A. Glidden and her daughter, Miss Glidden. The carriage was decorated with a profusion of flowers. A young girl, dressed in the latest fashion, sat in the carriage, and the carriage was completely covered with masses of flowers. The reins and harness were covered with white and gold. The carriage was pulled by a single horse, and the driver was a young man. The carriage was surrounded by a crowd of people, and the scene was very festive.



Sacred Heart Academy.

Boarding School Department at Grosse Pointe.

The aim of the Academy is to give sound, modern, and character education to be pursued here at Grosse Pointe, Mich., at 2714 Grosse Pointe Ave., Detroit, in connection with the preceding year.

The curriculum is designed to give the thorough grounding in the ordinary branches of the high school.

A special course of instruction in the history, elements of Christian Philosophy, ancient and Modern History, and literature is being given to Sacred Heart Boarding School. Latin, French, and German, the English Language in all its branches, French, Mathematics, and The Natural Sciences.

All the particular exercises and addresses must be made at the Academy. No extracts from the lectures, which are freely used in exercises, and in conversation.

For further particulars apply to the Reverend Mother Superior.

PROMINENT WOMEN INVITED TO DETROIT.

The Woman's Bi-Centenary Committee invited the attendance at the celebration of twenty prominent ladies, nearly all Americans. They were: Mesdames Win. McKinley, Theodore Roosevelt, W. L. Reibling, Benton McMillan, Fenald McClean, U. S. Grant, Grover Cleveland, Leta Lee Toby, Lillian Stevens, Potter Palmer, Philip Sheridan, Jefferson Davis, Margaret Bottoms, R. M. Berry, U. S. N., Sumter Fairbanks, Countess of Aberdeen, G. A. Custer, Susan B. Anthony, Madame Loubet, and Clara Barton.

A few of the letters of regret, received by the Committee, are published on following pages.

PRIZES AWARDED IN THE FLORAL PARADE

A competent committee, selected by Mrs. B. C. Whitney, President, of which Mayor Maybury was chairman, awarded, after ample consultation, prizes for taste and excellence, as follows:

First class—Mrs. Girardot, of Sandwich, Ont.; Mrs. John Davis, Windsor, Ont.; Mrs. Swift, Walkerville, Mrs. H. B. Lewis, Mrs. F. J. Hecker, Swart Bros.

Second class—W. E. Metzger, T. B. Finch, Fred Sanders, the L. C. B. A., the Lady Maccabees, and Mrs. C. R. Dudley.

Third class—The Foresters, the A. O. H., D. C. Delamater, Master Pungs, Master Ingram, Mrs. George Beck.

Detroit Protective Agency for Women and Children.

When misfortune has come to a deserted wife or neglected child, they may become a helpless prey to the evil-minded. Ignorant of the law, inexperienced in self-defense, they know not how to use the law for protection. The agency does this for them; a work benevolent rather than charitable; preventive rather than reformatory. It secured the passage in 1877 of a law of penalty for cruelty to children. It employs an agent to secure the law's enforcement, and to watch over all needed cases. In the last five years more than 1,400 cases.

The officers of the organization are: Mrs. Albert G. Boynton, President; Mrs. Sara Skinner, Vice-President; Mrs. Marguerite Beaulien, Corresponding Secretary; Mrs. Geo. Carlisle, Recording Secretary; Mrs. Adolph Sloman, Treasurer; Miss Alvira Proctor, Agent. Headquarters office at 1105 Chamber of Commerce Building.

Mrs. Beaulien is also chairman of finance, and has, with her ceaseless energy and industry, done more than all other influences to keep the needed work in active progress. Increased subscriptions are needed to secure more enlarged usefulness.

EXECUTIVE MANSION,
WASHINGTON.

Mrs. M. Kinley
regrets her inability to accept
the courteous invitation of
The Woman's Bi-Centenary Committee
to be present at the
Two Hundredth Anniversary
of the
Founding of Detroit
by
Sieur Antoine de La Mothe Cadillac.
July 24th, 25th and 26th
1901.

OYSTER BAY,
LONG ISLAND, N.Y.

July 19th

SAGAMORE HILL.

Mrs Theodore Roosevelt
regrets
that she cannot
accept the kind
invitation of the
City of Detroit
for the Two
Hundredth Anniversary
of its founding.



THE LOBBY



THE DINING ROOM

St. Joseph's Sanitarium.

Mt. Clemens, Mich.

TWENTY minutes from Detroit, by quarter hour electric cars. Five minutes ride from Mt. Clemens depot or City Hall.

Conducted by the Sisters of Charity of Mt. Joseph, Cincinnati, Ohio.

New buildings, three and four stories high; main building fronting east over 200 feet long, with two ells of same length, running west. Open to every point of the compass, every room is an outside room. Heated with steam, lighted with gas and electricity, it has electric bells, hydraulic elevator, and all modern conveniences.

A comfortable, quiet home for rest, with homelike society and surroundings, and the famous mineral baths.

The hospital department contains every necessity and convenience for surgery or remedial treatment, when required.

The Sisters give personal attention to all guests, who find here careful and kind nursing when needed, good diet, and the inspiration of pleasant and genial surroundings, at moderate prices. A bath house, connected by heated hall, has the latest appliances and improvements for baths of all kinds and electrical and hot air treatment.

A gymnasium, with facilities for Swedish movements, is an encouragement for exercise. Open all the year round. Long distance telephone. Write for catalogue.

THE DIRECTRESS



THE BATH HOUSE

Cobourg, Ontario

~~111 Massachusetts Avenue~~ Canada

Mr Grant

presents her compliments
to the Honorary Bicentenary
Committee, and regrets that
she is unable to accept
the invitation of the
City of Detroit to the
Two Hundredth Anniversary
of the founding of Detroit,
to be held on July 24th 25th
26th 1901.

July 28th 1901

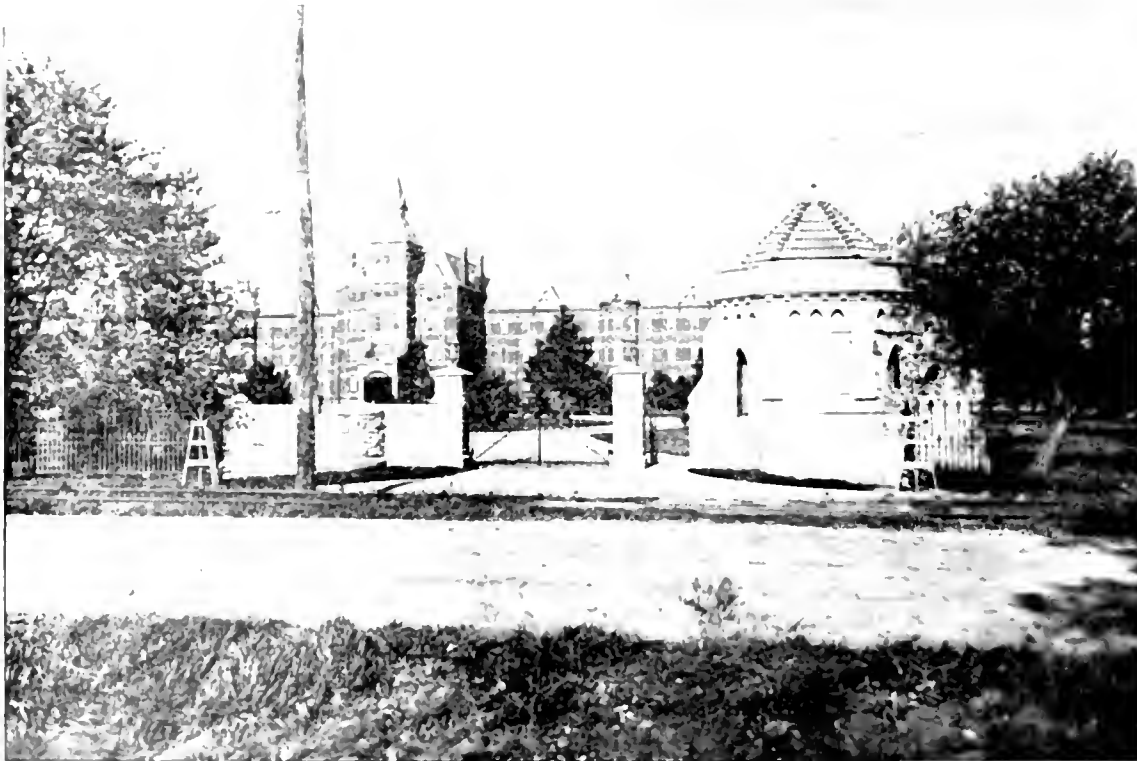
July 21/1901

My dear Miss
~~Ann~~ ~~Ann~~
I am very glad to
hear of your
acceptance of the
invitation to be present
at the exercises

commemorating the two
hundredth anniversary
of the
founding of Detroit.
I am sure that you will
be very successful and
will do much to
bring the people
to the exercises.

It is a pleasure to say
that I am very glad to
hear of your
acceptance of the
invitation to be present
at the exercises
to be held on July 24th 25th 26th 1901.

It is a pleasure to say
that I am very glad to
hear of your
acceptance of the
invitation to be present
at the exercises
to be held on July 24th 25th 26th 1901.



ST. JOSEPH'S RETREAT, DEARBORN, MICH. TEN MILES WEST OF DETROIT

The Retreat is a large, comfortable, and well-kept establishment, with a large hall, a kitchen, and a dining room. It is a place of quiet reflection and prayer, and is open to all who wish to visit. The Retreat is a place of great beauty and interest, and is a must-see for anyone visiting Dearborn, Michigan. The Retreat is a place of great beauty and interest, and is a must-see for anyone visiting Dearborn, Michigan. The Retreat is a place of great beauty and interest, and is a must-see for anyone visiting Dearborn, Michigan. The Retreat is a place of great beauty and interest, and is a must-see for anyone visiting Dearborn, Michigan.

Glen Echo, Md., July 18, 1901

Mrs. B. C. Whitney,

427 Woodward Ave., Detroit, Mich.

My Dear Mrs. Whitney:-

It is a great pleasure to me to receive your cordial invitation to the Anniversary of the Founding of Detroit, and it is a great honor that a beautiful city invites one's presence within its borders, and for both I return my heartfelt thanks.

This invitation comes nearer my heart than it might that of many another. The early stories of war life, the little military lessons given me by my honored father, as I sat a child upon his knee, were all drawn from Detroit. He was a soldier of "Mad Anthony Wayne," spent his young soldier days in the camps of Detroit, was present at the treaty of peace. He marched on foot from Central Massachusetts to Detroit to enter his army life and marched back the same when it was done, to enter the life of a citizen, which he filled all the better for his experience in the hard days of the then city of the far west. You will kindly pardon my reminiscencies, your kindly invitation has called them up perforce. Again thanking you and begging you to extend my thanks to the officers of the city for the honored invitation, I remain,

Yours sincerely,



ST. MARY'S ACADEMY, MONROE, MICH. 35 MILES SOUTH OF DETROIT, BY R. R. OR ELECTRIC ROAD.

The Academy was founded by the Sisters of the Holy Family, who, under the guidance of their Superior, Mother Superior, have been instrumental in the education of many young women. The Academy is a large, well-equipped institution, offering a thorough course of study in the liberal arts, sciences, and practical subjects. The building is situated on a hill overlooking a body of water, and is surrounded by trees and gardens. The Academy is a member of the National Association of Catholic Colleges and Universities, and is affiliated with the University of Michigan. The Academy is a place of learning and character, where students are taught to be virtuous and to serve their community.

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Philadelphia Pa

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ANNIE SAGE
115 Baddoni St. Dayton, O.

NATIONAL HEADQUARTERS.



OFFICE OF
NATIONAL President

Logansport, Ind. 7-17-1911

Mrs. B. C. Whitney
Chairman Bi-Centenary Comm.

Dear Madam. appreciating highly the honor of receiving one of the "Twenty" invitations sent out for Detroit's celebration. I regret that a press of business connected with the organization of which I represent, compels me to deny myself the pleasure of attending the event. May all your anticipations in regard to the celebration be fully realized as the fervent wish of yours truly.

Mrs. Etta Lee Tolby

National Pres. L. G. R.



Dear Mrs. Whitney
The loan of your
name as in the
woman's Bi-Centenary
Committee is a great
honor to me and
for the founding of
Detroit is highly
appreciated, and I
trust by including me
as a member,
and your name,
and to the ladies
of the Committee
my thanks for their
invitation.
Very truly yours
Mrs. Etta Lee Tolby
National Pres. L. G. R.
July 22 - 1911



THE SISTERS OF CHARITY'S HOUSE OF PROVIDENCE

in the heart of the city, where the Sisters of Charity have erected a blessed refuge for the poor and afflicted. The House of Providence, as it is called, is a place where the Mother, "Neither do I condemn thee," lifts up the weak and wounded soul toward happiness again. Innocence is restored by the Sisters of Charity, who are ever ready to receive the wandering child in charity. To many a true, young and sorrowful sufferer has the always tender and loving refuge of the Sisters of Charity been a place of refuge, where the desolate future years, even into the Eternal City. Madame La Cras, the founder of the order, and her successors have been ever ready to receive the wandering child in charity. This House of Heaven on earth, founded in Detroit in 1841, has been extended to it by citizens of Detroit, who by the Sisters of Charity have been provided. At the corner of the city, where the Sisters of Charity have erected a blessed refuge for the poor and afflicted, a long and inspiring welcome to hope and eternal life.

My Dear Mrs. Whitney:

The invitation to attend the two hundredth anniversary of the founding of Detroit is received.

It would give me very great pleasure to be in the "City of the Straits" on the great occasion, but my engagements will prevent.

The City certainly enjoys a great distinction, and I hope everything good and desirable that has been planned for the celebration will be carried out to the highest pleasure and good of the people and to the satisfaction of the Committee.

Very truly yours,

Lillian M. Sturges

Portland, Me., July 18, 1901.
Mrs. B. C. Whitney.

IN HONOR OF CADILLAC.

The Industrial Parade

On Thursday July 25, 1901,

18 Nations, in 17 Divisions, Marched Before 150,000 People.

1½ Hours in Passing One Point.



Melcher's Statue of Cadillac.

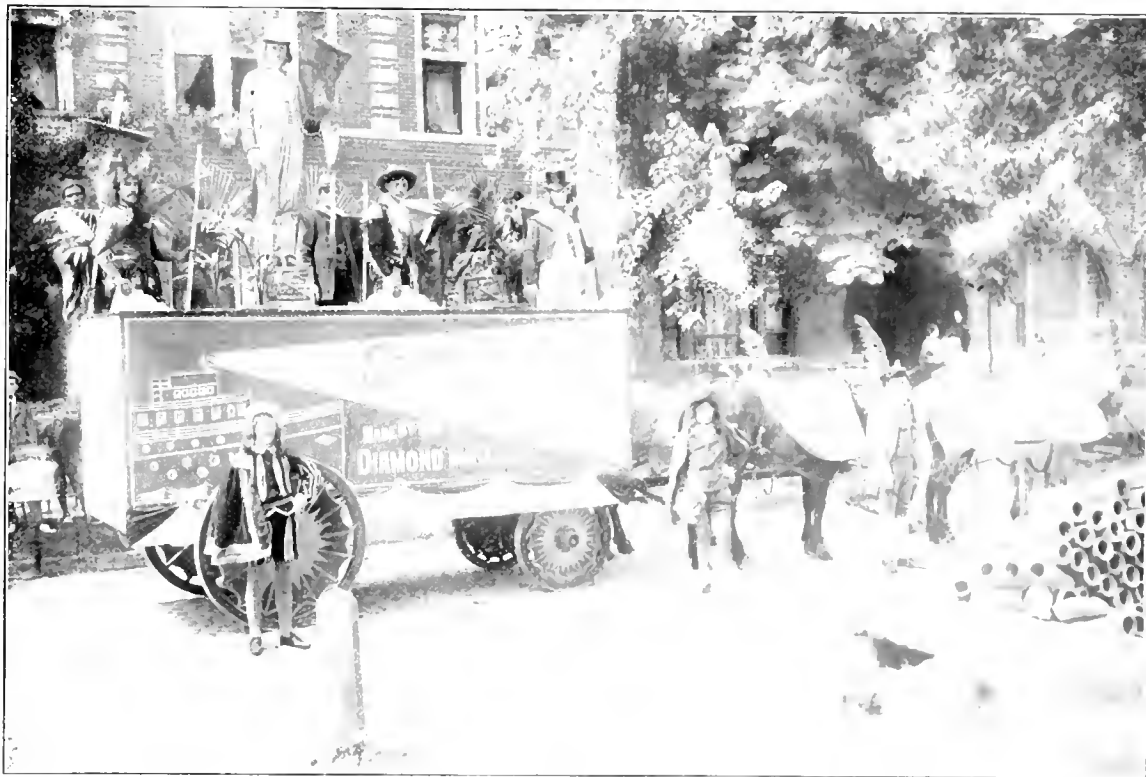
No such crowd ever gathered before in Detroit. They came from far and near to witness a great display in honor of the great founder, Cadillac. And well were they rewarded for attendance.

Every detail of the beautiful conception of the pageant appealed to the imagination. Allegory wove itself with reality. The evolving arts and industries from the armored knight with his caparisoned steed and the adventurous pioneer with tent and kettle led the way for achievements in steel and tillage of the earth. A hundred ancient-costumed soldiers were there to represent the days when war was progress, while the seemingly endless movements, picturing the fruits of peace and industry, were woven in allegorical display by resplendent benevolent bodies and industrial floats. The Indians led; followed by French, English, Americans, Irish, Scotch, Polish, Italians, Bohemians, Belgians, Hollanders, Swedes, Norwegians, Swiss, Danes, Afro-Americans, and Germans, and young America from the schools. All the Grand Army posts and principal veteran organizations; the Michigan National Guard and Naval Brigade; St. Andrews' Second Windsor Company; the Macabees; Knights of St. John; Knights of Pythias; Oddfellows; Masons; Letter Carriers; Bohemian Turners; Italian societies; Polish societies; labor organizations; United Workmen; Foresters; the Catholic Mutual Benefit Association; Detroit Fire Department and old-fashioned fire apparatus, and scores of handsome floats. Every shade of the life lived within the city's boundaries within the past 200 years had part in the spectacle. Its cosmopolitan population found in the ranks a symbol of its every factor. The honors were with the French, who led, as Cadillac did, and the Indians, who alone needed no studied pretense of being their own ancestors. Europe gave up its hardest men, while Africa and India joined in with the tableau. On following pages we present illustrations of some of the principal industrial floats.



THE TWO FLOATS OF THE DIAMOND MATCH COMPANY.

The above float of The Diamond Match Company represents the chariot of "Queen Parlor Match" as having dethroned her predecessors "Flint and Steel," "Sulphur Dip," and "Sulphur Match." The latter, acknowledging her supremacy, in loyalty to this age of progress, await the pleasure of the "Queen."



THE DIAMOND MATCH COMPANY'S SEARCH LIGHT FLOAT.

The design of this float is the fac-simile of a package of the "Search Light Parlor Match," which The Diamond Match Company present as the highest attainment of the age in the art of match making. The Diamond Match Company having established manufactories in England, Switzerland, Brazil, Germany, Peru and South Africa, and these nations having acquired the benefits of progressive American invention, through their respective representatives, express to "Uncle Sam" their gratitude and appreciation.



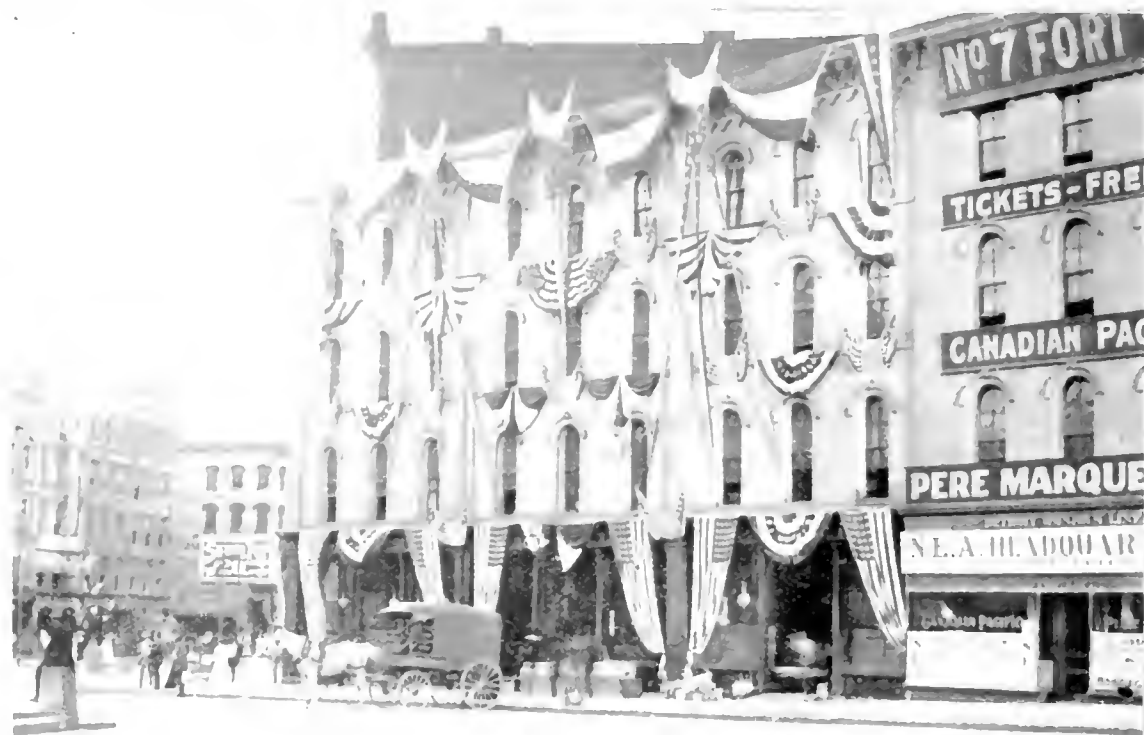
INDUSTRIAL FLOAT OF PINGREE & SMITH, DETROIT.

Illustrating the growth of their business in 35 years. The large shoe measured 20 feet in length; biggest known shoe.

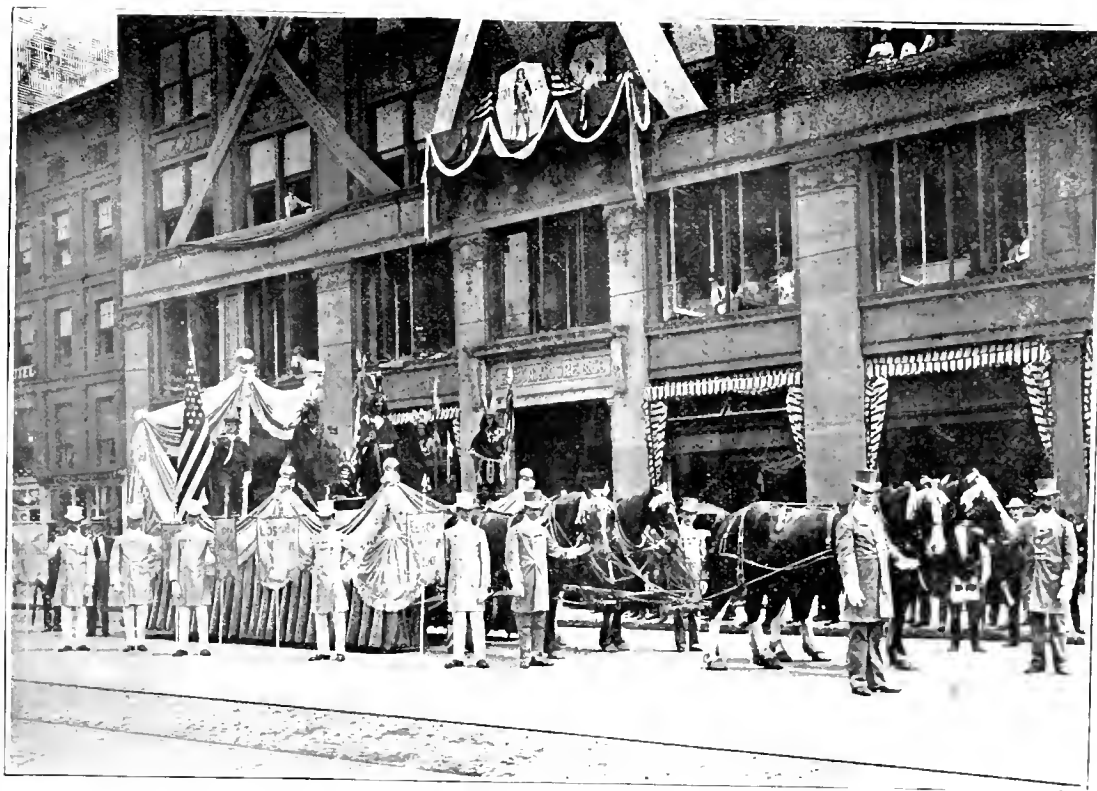


BURNHAM, STOEPEL AND COMPANY'S INDUSTRIAL FLOAT.

With rare taste and skill was designed and constructed an impressive object lesson of the days and ways of 1701. The rough log cabin, with its bark-thatched roof, had ample openings through which the homely interior could be readily seen. The old-fashioned fire-place, the rough table and shelves, the skin-clad inhabitant, the furs nailed to the exterior, all the paraphernalia were perfection in primitive simplicity. Indians trading furs were also represented. It was forest-enclosed Detroit indeed. On the sides, under the log hut, were vivid pictures of life in the woods and the savage Indians in their fantastic war dances. No feature of the Industrial Parade excited more interest or enthusiasm than this admirable exhibit, furnished by one of the most enterprising and extensive mercantile houses in the entire Northwest.



THE DECORATED STORE OF G. & R. McMILLAN,
 Wholesale Grocers, 131 Woodward Ave., Detroit Established in 1848.



EDSON, MOORE & COMPANY'S INDUSTRIAL FLOAT

Grand and impressive were the paraphernalia and the eloquent design of a capital allegorical object lesson, presented, at considerable expense, by this wide awake Detroit house. Civilization in Cadillac's 1701 time was strikingly represented. In front beautiful Indian maidens, in their birch bark canoe, were carefully guarded by Aborigine braves. At the other end, under a canopy of purple and white draperies, sat a stunning example of the 1901 girl, a lovely American beauty guarded on each side by a U. S. Navy sailor and an Army soldier, each holding the Old Glory flag. The contrast that 200 years have furnished could not have been presented in a more marked manner, and the splendid pageantry evoked enthusiastic applause everywhere. The four horses were led by gentlemen appropriately costumed to harmonize with the general ensembles; while handsomely dressed standard bearers carried the Edson-Moore banner. The top of the canopy and the side supports were finished with gold balls and trimmings. The gorgeous equipage thrilled with joy and pride every American heart and won many words of praise for the popular house who are acknowledged leaders in commercial supremacy and facilities.

In Days of Old

when Madame Cadillac cooked the dinner, her husband "split the wood."

Nowadays, her more fortunate, though perhaps less heroic descendant, has her complete supply of Coal and Coke carefully delivered by our modern equipment and skilled workmen. If you are not already on our list of satisfied customers, why not? ❄ ❄

"Our Coal makes Warm Friends"

Write us for delivered price on all kinds of ❄ ❄ Steam and Domestic Coals to points in Michigan and Canada, or phone 529 Main. ❄ ❄ ❄



FORT and WAYNE STS.

YARDS ^{at} Canfield Ave. and St. Antoine St.
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OLD RELIABLE

**"Royal Banner"
..Cigar..**

10 CENTS STRAIGHT



Long Havana Filler...

Fine Sumatra Wrapper.

Strictly Hand Made...

Twenty-three millions sold in the past 11 years
Over two millions annually.....

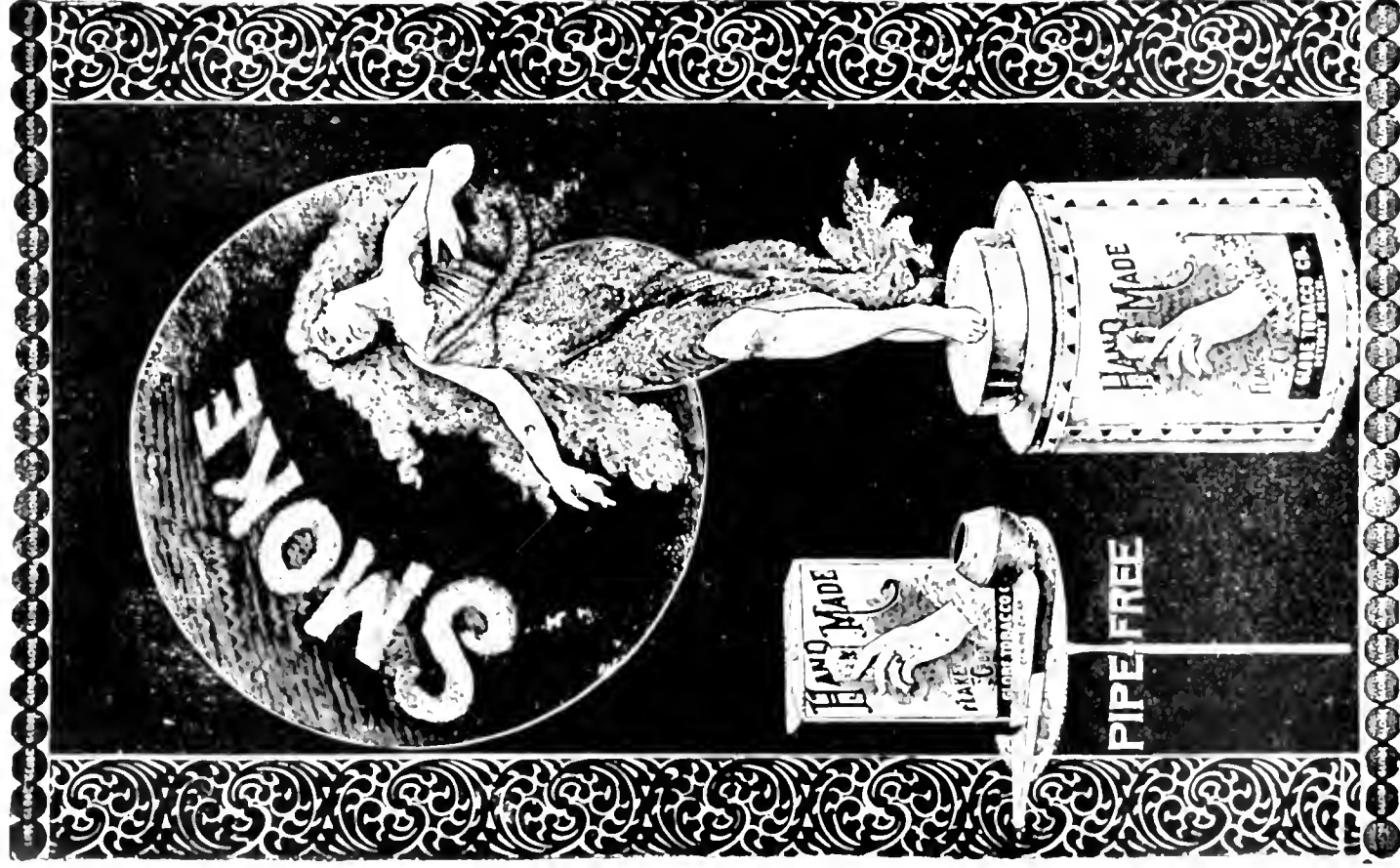
.....The Banner Cigar Manufacturing Company.....

.....DETROIT, MICHIGAN.....



THE CADILLAC GRIP FLOAT OF MEIER & SHUKNECHT.

One of the most prominent and unique features of the parade was the attractive float of the extensive house of Meier & Shuknecht, the manufacturers of trunks, bags and kindred supplies. The Cadillac grip was large enough to occupy one float. How weighty were its contents was not indicated in any other way than by four horses being required to draw it. The Cadillac grip seemed large enough to contain all the household effects that Cadillac had when a resident of Detroit. Its massive size indicated that M. Cadillac had come to Detroit to stay. Cheers and applause continuously greeted its appearance throughout the entire length of the parade.



UNION MADE—NOT TRUST MADE



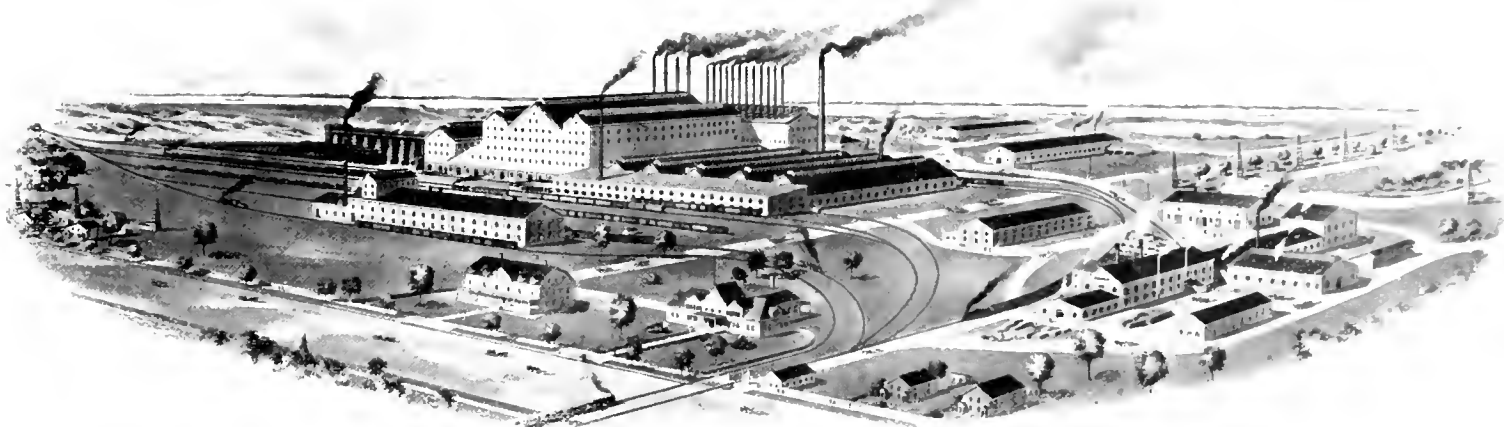
JEWETT, BIGELOW & BROOKS

COAL.

11 Fort Street West,

125

DETROIT.



THE MICHIGAN ALKALI COMPANY'S PLANT NO. 2.

The Michigan Alkali Company not only pays good wages for labor and gives steady employment to nearly a thousand people, but looks carefully to the interests of the community in many ways. At plant No. 2 it has erected one hundred cottages, which are rented to employees at reasonable rates; just above actual cost of repairs and interest rate on money invested. The most remarkable results secured by the establishment of these works are the great reduction of imports of soda ash. In 1894 the amount was 416,441,737 pounds. In 1899 it was only 34,000,000 pounds. An instance of the business courage of the Fords is found in their heavy outlay to secure the best possible product. Formerly the Le Blanc and the Solvay Process were the principal ones; not patented, but kept strictly secret. Mr. Ford spent half a million dollars in investigation and experiment to produce a superior article that would stand the severest test. He succeeded perfectly. The Michigan alkali has taken the American field away from the English and Belgian manufacturers. Caustic soda is also an important product of this company. So highly has the enterprise of the Fords been appreciated in Wyandotte that November 17th is set apart by the council as an anniversary day and is called "Ford Day." The generous public spirit of these gentlemen has furnished a brilliant instance of the way in which American pluck and energy lead the world.



THE TWO FLOATS OF THE MICHIGAN BOLT & NUT WORKS.

The Michigan Bolt & Nut Works, organized in 1863, incorporated in 1880, is one of the growing industries of Detroit. It is the largest of its kind west of Cleveland and Pittsburgh, with an output many times over one thousand tons of iron and steel in a single month. They employ three hundred workmen, and have a thoroughly modern plant, well equipped for securing the best possible results.



THE ENTERTAINING AND INSTRUCTIVE PARADE OF THE INDIANS

Fifty from eleven tribes, the Santee Sioux, Brule Sioux, Ogallala Sioux, Unkapappa Sioux, Wapeton Sioux, Blackfeet, Crows, Arapahoes, Flatheads, Winnabagoes, and Cheyennes. "Big injuns" Lone Bear, Eagle Feathers, Big Hawk, Little Bear, Red Fox, John Ironcrow, Big Beaver, Deep River, Lost Horse and his wife, Lone Star, Big Foot, Crazy Snake, Painted Horse, Flatiron, American Horse, Kicking Bear, Red Cloud (80 years old and blind), and a score and a half of others, including Little Kanice (probably one of the "ten little Indian braves" in the perennial song), and a pappoose. Their limited express train style of transportation was exhibited without ostentation, with the assistance of a borrowed pony.

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 "Guide to Investors," and "Daily Market Letter."
 Order collected all amounts.

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Your present position is
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Does not promise merited
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Does not develop your
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Unlimited Possibilities

await you in our line if you have

CAPACITY FOR HARD WORK

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FROM THE BEST COAL MINES.

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UMBRELLAS and PARASOLS

250 Woodward Ave.
 (near Main) DETROIT.



Repairing and Resoling Umbrellas and Parasols



Scene at the Corner of Woodward and Jefferson Avenues, July 24th, by Which the Planting of the Cross over the Northwest by Cadillac's Chaplain Was Symbolized.

Bi-Centenary Celebration. First Day, Wednesday, July 24.

8 a. m.—Firing of a national salute of 21 guns by U. S. S. Fessenden.

10 a. m.—Dedication of chair of justice in Cadillac square.

Noon—City Hall bell tolled 200 times, once for each year of the city's life, the flag of Louis XIV. raised at the first stroke.

2 p. m.—Historical exercises in Light Guard armory.

4 p. m.—Cadillac and party, 130 persons, left for Peche Island on U. S. S. Fessenden. They returned in batteaux, by the American channel.

7:30 p. m.—Landing of Cadillac at foot of Bates street, planting of cross at intersection of Woodward and Jefferson avenues, and parade, followed by reception in the Russell House.

DETROIT IN HER BI-CENTENARY CELEBRATION.

What 200 Years Have Done for the City of the Straits.

After two hundred unfairing cycles, the sun arose upon the spot it saw in the western wilderness one summer morning in 1701. But a mighty change had taken place. Where there had been nothing but forest, unbroken except for the trails of the Indians, there is now a great city whose factories extend for miles along the same old river, the blue surface of which is now, however, dotted with the moving leviathans of commerce, whose buildings and spires and homes stretch for miles back into what had been on that other morning the forest primeval.

On July 24th, 1901, the roar of cannon awoke the city as the sun arose. Two centuries had glided by since the hardy gentleman of France, with his stout little band of followers, had beached his boats upon the shores of the old river, and proclaimed, in the name of Louis XIV., that the new land upon which he stood belonged to his country and his king.

The centuries had brought growth and prosperity and exceeding beauty to the little settlement formed so long ago, and now, on this later day, the people of the land celebrated with pagant and rejoicing the passing of the years.

Once more the brave Chevalier Antoine de la Mothe Cadillac descended the river with his band of soldiers and his voyageurs; grounded his canoe, and stepped out, to be met and greeted by the red men of the forest. Again was the cross planted, and the robes of France waved once more over the kneeling pioneers of civilization.

We have a wholesome respect for the past and occasionally pause to call it back to life again and study its morals.

We admire the bold spirits who explored a new land, daring the unknown waters and hostile savages, brushing aside the perils of land and sea, and striving to implant the ideals which they thought were best. This busy city stopped for three days to pay homage to the past, lavishing arts and money and a high enthusiasm on its devotions.

It is a matter of gratification to a people naturally pious that the founder of this city, while he wielded the sword bravely, recognized the cross as the true sign of the premanency of his ideals. Through many vicissitudes this country has held fast to that vitalizing symbol which the Jesuit fathers first brought to America and around which clergymen of all denominations have rallied.

WHERE FORT SHELBY STOOD.

END OF THE REVOLUTIONARY WAR

Tablet on Fort Street Entrance to the Post Office.

"This Tablet designates the site of an English Fort erected in 1778 by Major R. B. Lenoault as a defense against the Americans. It was subsequently called Fort Shelby, in honor of Gov. Isaac Shelby, of Kentucky, and was demolished in 1826. The evacuation of this Fort by the British at 12 o'clock noon, July 11th, 1796, was the closing act of the War of Independence. On that day the American flag was for the first time raised over this soil, all of what was then known as the Western Territory, becoming at that time part of the Federal Union."

Wyandotte Savings Bank

Wyandotte, Mich.

1871 ESTABLISHED.

EXTENDED 1901.

Capital	-	-	\$50,000.00	} \$70,031.02
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Interest paid on Savings Deposits. Collections made. Money to loan on mortgages and approved collaterals.

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MARY CATHERINE CROWLEY

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Man's Invisible Enemy..

Every flower, every dewdrop, and every sunbeam shelters, nourishes and develops this arch enemy of man. The hovel and mansion alike are invaded

The Infant of Days, the Mature Man
and Decrepit Age,

All yield to the embrace, or fall by the death-blow of this monster called disease.

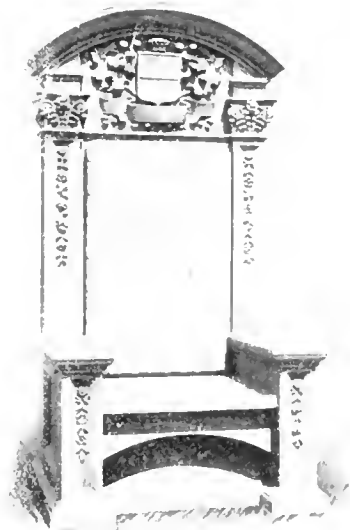
The Cause of All Disease is Microbes SO SAYS SCIENCE

At 66 Washington
Ave., Detroit.

Radam's Microbe Killer Is sold.

GET PAMPHLET CONTAINING TESTIMONIALS

The Only Antiseptic that is Harmless and Effective.



THE CHAIR OF JUSTICE, CADILLAC SQUARE.

DEDICATED WEDNESDAY, JULY 24, 1901.

The ponderous seat, symbolic of the opening of the first court of law, is made of a beautiful rich brown stone, secured from Portage Entry, near Houghton, in the upper peninsula, this being the only stone found in Michigan which will lend itself to the intricate carving which adorns it. The chair is located on the precise spot occupied by the cornerstone of the City Hall, which once stood there. It was shaped from a huge block, 7 feet high and 3 by 4 feet at the base. The design is of the style of Louis XIV., and, instead of looking new, it has the appearance of being worn away by years of exposure, and the upholstery looks as if it had seen hard wear.

The following inscription is engraved on the back, which will front the City Hall and give the impression of a monument:

This chair, erected July 24th, 1901, is located on the site of the City Hall built in 1835, and occupied until 1871 as the seat of civic authority.

"It is symbolic of the seigneurial rule of Antoine de la Mothe Cadillac, Knight of St. Louis, who with his company of colonists arrived at Detroit July 24th, 1701.

"On that day, under the patronage of Louis XIV. and protected by the flag of France, the City of Detroit, then called Fort Pontchartrain, was founded."

Where Fort Pontchartrain Stood.

A Historic Building on Historic Ground.

The building on the southwest corner of Jefferson Avenue and Griswold Street, facing on Jefferson Avenue, is one of the oldest business buildings in the city, and is much the oldest stone structure in Detroit. It is built of shell limestone, and in the earlier years of its history a coat of oil brought out many fine and fancifully shaped petrifications.

It has been successively occupied by banks, federal courts and postoffice, and of late years has been the property of an institution hardly less stable and useful than the greatest of its former occupants. It is now owned and occupied by the Michigan Mutual Life Insurance Company. It was erected in the flush times of 1836, by the Bank of Michigan, which had been organized eighteen years before, and was then in successful operation, its stock at one time commanding forty per cent. premium.

Six years after the erection of the building, and during the general financial crisis of 1837, the Bank went into liquidation, and on December 12, 1842, the property was sold at auction to the United States. Early in the following year, the Postoffice was established in the basement of the building, and the Federal Courts in the upper portion; the former remaining for six years, and the latter for twelve years, or until 1855. The building was sold on October 1, 1855, to the Michigan Insurance Bank, which occupied it until its reorganization in 1865 as a national bank, under the title of The National Insurance Bank. In 1869 this bank was practically merged into the First National Bank which continued to occupy the building until 1896. The present owners began to occupy the upper portion of the building in 1872, and purchased the property in 1892. Since 1896 they have occupied the entire property.

The site of the building represents in concrete form the history of the city. In the rear, within a stone's throw, the first settlers landed, and here also year after year the Indians beached their canoes on the sandy shore, and the structure stands on or near a portion of the site occupied by Cadillac and the original colony nearly two hundred years ago. The various enlargements of the original stockade actually included it within the limits of the fort. The moccasins of the savage, and the shoeleaves of the early French, undoubtedly pressed every inch of the soil it occupies. As near as can be determined, it is located on the very spot where the gateway of the fort opened on May 7, 1763, to allow Pontiac and his warrior braves to enter, only to find from the preparations made that his plot had been discovered. Almost immediately in the rear of the building was the King's Garden, where was buried the body of Captain Dalyell, killed in the battle of Bloody Run July 31, 1763. A little to the west of the building, and in the same block, was the Indian Council House. To this place during the Revolutionary War hundreds of captives were brought by the Indians, and also thousands of human scalps.

For many years past the building has overlooked the financial centre of Detroit and it stands as a sentinel of the "Wall Street" of the City of the Straits.


A tablet on the front of the building has the following inscription:

"This Tablet designates the site of one of the gateways of Fort Detroit. The original stockade was known as Fort Pontchartrain and was erected when the city was founded in 1701.

"Through the gateway here located Pontiac, the Ottawa chief, with a band of Indians, passed on May seventh, 1763, intending to surprise and massacre the garrison.

"The exposure of his plot on the previous day caused the defeat of his plans and gave the English the supremacy in this region until the close of the Revolutionary War."

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Very respectfully,

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Telephone 4532 Main.





The Wayne Tablet (see copy, copied above) reads as follows:

"This Tablet is a Tribute to
MAJ. GENERAL ANTHONY WAYNE, U. S. A.,
to whom as General in command—the English
surrendered this Region, July 11th, 1796.
The County of Wayne was created
and named in his honor,
August 15th, 1796.

As then established the County embraced nearly all of the present State of Michigan and portions of Ohio, Indiana, Illinois and Wisconsin, including the sites of Milwaukee and Chicago and parts of Fort Wayne and Cleveland.

Erected under the auspices of the Michigan Society of The Sons of The American Revolution.

The Wayne Memorial Tablet is on the south pylon of the main portion of the new Wayne County building, at the end of Cadillac Square, and was dedicated with imposing ceremonies on October 19, 1907.

The Greatest of the Revolutionary Soldiers.

Major General Anthony Wayne, an American officer of the Revolutionary War, was born at Waynesborough, Pennsylvania, January 1st, 1745. At the age of thirteen he was with Washington at the attack of Fort Duquesne; and on the outbreak of the Revolution, he raised a regiment of volunteers, of which he was appointed colonel and sent to Canada, where he saved the army at Three Rivers. He commanded at Fort Mifflin, fought bravely at the battle of Brandywine, and shortly afterwards escaped from the "Massacre of Paoli," to take part in the battle of Germantown. He suffered with the army at Valley Forge, and bore the brunt of the battle at Monmouth. He planned and effected the capture of Stony Point, one of the most brilliant achievements of the war. His courage and skill saved Lafayette in Virginia, and he aided in the siege of Yorktown and commanded in Georgia. On August 20th, 1791, he achieved a brilliant victory over the British and the Indians at the battle of Fallen Timbers, retrieved the disasters of Harmar and St. Clair, and opened the North West Territory to the settlement of the whites. By his dash and audacity he acquired the sobriquet of "Mad Anthony." He entered Detroit August 17th, 1796, and on December 11th, 1796, died at Pre-que Isle (now Erie). His military biography is said to be a "history of the battles of the Revolutionary War," while he himself declared that he had braved difficulty and danger "in the defense of the rights and liberty of America from the frozen lakes of Canada to the burning sands of Florida."

THE BI-CENTENARY'S OBJECT LESSONS IN HISTORY

"The people of Detroit have learned more history
in a week than in ten years of schooling."

*Hon. James B. Angell,
Pres. University of Michigan*

The celebration was commemorative of not only the founding of Detroit, but of a long series of interesting, stirring and tragic events in the early history of the northwest, and the history of the French, English and Indian races. It was commemorative not only of the landing of Cadillac, but of the adventures of the pioneers of the northwest of nearly a century before the chevalier, of the decimation of a whole tribe of Huron Indians by the Iroquois before the day of the white man, the planting of the cross of religion in a land formerly given up to the idol worshiping Algonquian Indians; the infamous surrender of Hull and the thrilling act of Gen. Cass in denunciation, the triumphant possession of Detroit by Mad Anthony Wayne; the establishment of courts of justice in a wild man's land, Pontiac's siege of Detroit, and the battle of Bloody Run; the fire of 1805, which nearly wiped out the entire city of Detroit; the famous meeting of Commodore Perry and Gen. Shelby and other exciting epochs in the civilization of an empire.

All these historical events were called to mind by features of a celebration which was conducted on an elaborate scale with pageants and ceremonies in which every effort was made to have costumes and other details historically correct.

The bi-centennial celebration was a great and instructive object lesson. If history can be made palatable in the shape of the romantic novel, how much more can it be made so when the personages of history, costumed accurately, are placed before the people, speak the words and go through the motions of the deeds for which they are famous? Every person, with an inquiring mind, was greatly edified by the brilliant proceedings. If they were deaf to the reminiscences of the historians and the piping of the poets, they could not fail to be impressed by the bateaux, the cavalcade of Cadillac, the Indians and the brilliant allegorical floats.



L. C. KATZ, MANAGER.

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Company.

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Half-Tones.

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one of our ten 100
wagons will call.

BIOGRAPHICAL SECTION

WILLIAM C. MAYBURY

As Philanthropist, Statesman, Public Spirited Leader, Indefatigable Worker
and Genial Friend, a Worthy Representative of
Superb Detroit.



HON. WILLIAM C. MAYBURY

DETROIT'S POPULAR MAYOR.

CHAIRMAN OF THE EXECUTIVE COMMITTEE OF THE
BI-CENTENARY CELEBRATION.

The success of the three days' Bi-Centenary celebration has given Detroit a well deserved reputation for original, instructive and splendid achievements. All the features were well calculated to please and satisfy the many thousands who thronged the City of the Straits.

The great public did not know of course of the vast amount of preliminary work necessary to secure such remarkable results, and many were not aware of the fact that the leading spirit whose able generalship brought around such excellent success was that of Mayor Maybury. For years in advance he had been planning for Detroit's Bi-Centenary, and for months had been almost incessantly working in its behalf. His energy, skill, and perseverance were the prime factors that drew out the necessary co-operation required for ensuring the impressive ceremonies of the three days. Our Mayor proved himself invincible in conquering difficulties that arose on every side.

Mr. Maybury has been honored by his fellow citizens to a very high degree. From the time he was a young man, he has enjoyed every esteem and confidence. Elected City Attorney who hardly more than a stripling lawyer, his service was so satisfactory that he was sent to the halls of Congress. There he served with distinction from 1882 to 1887. When he proposed to return to private life the people called him to the head of the Municipal Government. Thus, a position of great honor in a handsome and prosperous city like Detroit. Mr. Maybury's broadmindedness is one of his pre-eminent characteristics. He is always ready to lend his name and potent influence to all good works, without regard to patronage or creed. His pre-eminent services in the Bi-Centenary were, at the time, summed up eloquently in the daily press. We quote one of the articles:

In celebration of the two hundredth anniversary of the founding of Detroit, Mr. Maybury did not produce an exposition to rival the world's fair of Chicago. He did not build a flaming column at the foot of Belle Isle. He did not make a river front park. He did not erect an arch. He did not do any one of a series of things he set out to do. Nevertheless he did persist until, with the unselfish aid of a number of ladies and gentlemen, who worked devotedly without reward or hope of reward, he gave us a three days' entertainment that was in large part original, that was one of the greatest successes of its kind that has been seen anywhere, and which, in some of its features, was without a rival and is likely to be without one for some time to come.

The Journal congratulates the Mayor. He is not so few as some thought he was. When it comes to sticking to it he is a prominent pebble on the beach, a decorated peach with a French accent. In a city where a leading characteristic is a tendency to remain in the background and criticize rather than to come to the front with a whoop and unite to make a glorious success, the chevron mayor has done up proud. All hats off, then, to William Cadillac Maybury.

A high-contrast, black and white portrait of a man with a mustache, wearing a suit and tie. The image is heavily stylized, with the background and parts of the suit appearing as dark, textured noise against a bright white face and mustache.

POLICE COMMISSIONER DETROIT.

FROM A HUMBLE START, IN A STRANGE CITY, FORGING HIS WAY TO AN UNPARALLELED POSITION OF INFLUENCE, WEALTH AND ABILITY.



Mr. Andrews' unprecedented influence and success are a part of a revolution in the history of Detroit's public men. There is a new era of quick and magnificent accomplishment, which is carefully and continuously employed for the public good. Such men are a beneficence to humanity. Detroit is proud in having the best. What Mr. Andrews has achieved at only thirty years of age is a pertinent reminder of what he is to become.



HON. RUSSELL A. ALGER
GENERAL, GOVERNOR, BELOVED CITIZEN

GENERAL RUSSELL A. ALGER

Statesman, Soldier, Philanthropist,
Business Leader.

IN ALL THE AFFAIRS OF LIFE THE GENIAL, HONORABLE, ENERGETIC, ABLE
AND WISE FRIEND

Michigan's greatest citizen is one of whom the entire nation is proud. His services for the country and for humanity have established a record which can never be dimmed; a sensible, energetic, thorough, practical man, who has wrought while others have talked.

Fortunate is the man whose neighbors and friends have known him. They know him much better than the outside world can. Add to this the general appreciation of the noblehearted in the whole nation, and a man is fast on his feet.

Gen. Alger is the most highly honored of any of the citizens of the State of Michigan, in having won this high position. He is a noble type of the citizen who has been in 1836, in Medina County, Ohio, he early lost his father and has grown on his own resources. Studying law, admitted to practice in the Supreme Court, his health failed and he was obliged to give up the legal profession. In 1860 he engaged in the lumber business. In 1861 the call came for defenders of the flag. August 19th, 1861, he joined the Second Michigan Cavalry and was made Captain of a company. At the Battle of Boonville, July, 1862, when Gen. Sheridan was handicapped, Gen. Alger took ninety picked men, and encircling around, routed the enemy, 7,000 strong. He was wounded at Boonville, July 8th, 1862, and mustered out in September, 1864. He rose in rank to Brevet Major General, and his whole war record was one of the noblest of any.

He won in a high degree the affection and confidence of his men and the approval of his superior officers. What his comrades thought of him was well demonstrated in an almost unanimous election, in 1880, as Commander in Chief of the Grand Army of the Republic. Had the wish of his comrades been heeded, he would have been the President of the United States.

After the war he built up the immense enterprise now known as Alger, Smith & Co. A staunch Republican, he has been one of the most potent forces in the State, and done much to advance the interests of the nation. As Governor of Michigan he successfully managed the affairs of the State. As Secretary of War he led the nation's contract indifference and opposition on the part of red tape, and of the regular army. They had been nurtured and coddled in positions of ease and comfort, and become imbued with the belief that military service was an indispensable duty. Gen. Alger had to equip an immense army with great speed. Subordinates who thought of their positions allowed Alger to creep on, greatly to the credit of the soldier. The Secretary of War would not permit such wrong.

Gen. Alger's record has proved that he was right, and that the army was made in the army then, as always before. It is a matter of pride to the new generation of the sixties, to elbow with Comrade Alger, of the old generation. He has proved himself far superior to the jealousies and competition of those who tried to do him down. Easily Michigan's greatest man, he is regarded by the nation as the noblest of men other than with the highest respect and admiration.

Generous with his fellow citizens in charities and philanthropies, from the street warts through all grades of suffering humanity, he was always possessed of the sympathy and gratitude of his fellow citizens. And their admiration of his abilities and achievements will never grow less.



HON. HAZEN S. PINGREE

THE WELL BELOVED PHILANTHROPIST AND PEOPLES' FRIEND

GOVERNOR PINGREE, STATESMAN, SOLDIER, BENEFACTOR

Hazen S. Pingree was born in Denmark, Maine, August 30, 1840, and died in London, England, June 18, 1901.

The eventful life of Governor Pingree displayed the characteristics of a man whose mind and body acted in unison in accomplishing whatever he undertook. He was a man of conviction, and rarely failed to accomplish his end. He was a born leader of men, and every successful undertaking gave him an added assurance of his own abilities that led him to undertake still more difficult tasks. His New England home afforded him little chance for schooling, but the education he received in contact with his fellow workers in the cotton factory at Saugus, Mass., and in the shoe factory at Hingham, Massachusetts, better fitted him for the position he afterward held in the Michigan home. He was always a laborer, and his sympathies were always with those who were toiling and struggling.

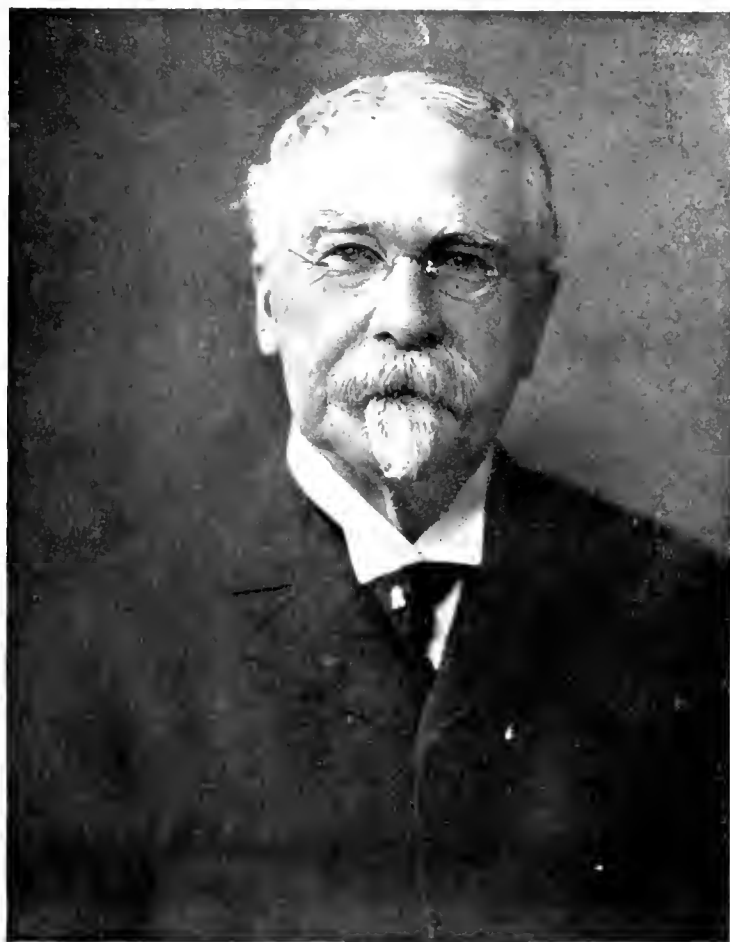
He entered the Union army as a private in the First Massachusetts Heavy Artillery, August 1, 1862, and was a prisoner of war in 1864 in Andersonville.

He made Detroit his home after the close of the war, and established the shoe manufactory of Pingree and Sons.

He had never engaged in politics, but was called upon by a general uprising of the people to lead the ticket for Mayor of Detroit in 1889. He was successfully elected to that office four times. He was the first Mayor who devoted his time to the affairs of the city, and was constantly on the alert to see what he termed the "wants of the citizens" to the foreground. His forceful character placed him in continual contests with the different departments of the city government, and with the great corporations that had always managed the city's affairs. His own thinking secured a new city law way system, with reduced rates of fare, and compelled the old street railways to grant reduced rates at certain hours of the day. He compelled the reduction in cost of gas to consumers. A second telephone company, created by him, compelled the reduction of telephone bills.

His administration of municipal affairs was not economical, but the many miles of paved streets, the modernized Grand Boulevard, the beautiful Ford Park, the extended lines of the incorporated city, all gave evidence that the city derived permanent benefit from the money expended. He inaugurated the system of using vacant lands in the corporate limits for garden patches for the poor. The laboring people were his faithful followers, and his word was their law. He added to his popularity among them by continued and persistent attempts to reduce the amount of taxes to be paid by wealthy corporations, to settle their difficulties by arbitration, and to provide public work for all laborers when the factories were closed by the financial troubles of 1893 and the following years. He was elected Governor of the State of Michigan in 1896, and again, by increased majority, in 1898. Here he adopted the same tax policy of forcing the great corporations and railroads to pay their fair share of taxes, which he had used in the municipal policy when Mayor, and thus made himself more popular with the masses.

Shortly after his second term of office as Governor had expired, he undertook a trip to the battle grounds of South Africa to see for himself the situation of the country, and the people. On his return trip he was taken ill in Geneva, Switzerland, and managed to reach London, where his illness had progressed so far that he was compelled to take to the sick bed, from which he never arose. The coming of the dead statesman was an occasion never before accorded to a citizen in Detroit. Funds for a monument were eagerly subscribed, mostly in small sums, by the poor people who loved him so well. The City Hall and many of the business blocks were draped in mourning on the arrival of the remains on July 5, and the military companies were assisted in the sad reception by thousands of mourning citizens. A public holiday was proclaimed and all day the crowds surged through the corridors of the City Hall to take a last look at their departed friend. Then, on the 6th of July, the "friend of the people" was borne to his last resting place in Elmwood, followed by a great crowd.



HON. JAMES McMILLAN

SENIOR UNITED STATES SENATOR
FROM MICHIGAN

A Public Spirited Leader and Loyal, Generous Friend.

Gifted by nature with a peculiar faculty for organizing and handling money, Mr. McMillan, senior U. S. Senator from Michigan, has laid down one rule to which a great part of his success in business and in politics may be ascribed. He has always found that in helping others he helped himself, and the carrying out of this principle has led him to associate with himself, and have them share his profits in business and his successes in the field of politics.

Born of Scotch parents, just across the border, in 1828, Mr. McMillan came to this city when seventeen years of age. Thrift, enterprise and intelligence, inherited from his father, a sturdy elder of the Presbyterian Church, supplemented by a grammatical school education, formed the basis for his subsequent eminently successful business career. Young Mr. McMillan, clerk, soon became purchasing agent for a railroad, then helped to push the D. & M. Road through to Grand Haven. Early in the sixties he commenced the building of large freight cars, and the industry is now the largest in Detroit. He later became interested in the D. & C. Navigation Co., the Detroit Dry Dock Co. and many other enterprises.

On the death of Zachariah Chandler, Mr. McMillan was called to be the leader of the Republican party in Michigan, and has been maintained as such by the voters of the party because of his great ability. In 1889 he was elected to the U. S. Senate, and lent to his capable son the immediate interests of his numerous enterprises. In the upper House of Congress Senator McMillan's career has been a remarkable one. Being quick to see the profitable points of proposed plans, he soon became a mighty power in the body. For six years he served successfully on that most arduous of committees, the Caucus Committee, which settles party matters. When only two years in the Senate he was called to succeed General Ingalls as Chairman of the Committee on the District of Columbia. Mr. McMillan's earnest devotion to duty has done much for the national capital. He is now engaged in working out the details of a huge scheme for the beautifying of the Capitol City.

In 1890 the Senator married Miss Mary Wetmore, and a family which would be a credit to any man has grown up about him. The Senator has been a generous giver to charity, both in the way of gifts to public institutions and private aid to the needy.

His national renown for superior statesmanship is a matter of pride to his fellow-citizens in Detroit and throughout Michigan.

The City of the Straits has been greatly benefited by the public-spirited activity with which the life of Senator McMillan has been crowded. His suggestions and actions for the betterment of Detroit and the welfare of all citizens have been wise, vigorous and timely. His plans and achievements for the good of Michigan have been prudently carried out with distinguished success. Nothing less could have given him the tremendous influence he possesses and wields for the good of all. The prosperity of such men is a public benefit, for they share their own good fortune with their fellow-citizens around them. And they do it in such a pleasant, genial way as to win for themselves faithful friends. Such a distinguished career is a splendid example of what the stimulus and opportunities under our equal rights institutions enable an American to achieve. And when his wealth is generously used for the good of all, he has worthy won the respect and admiration with which he is so brilliantly honored.



RIGHT REV. JOHN S. FOLEY, D. D.

Roman Catholic Bishop of the Diocese of Detroit.
The Wise and Well Beloved Leader
and Gentle Citizen.

[illegible]

The other two relations have extended to R. L. Popple's family through a private respect and sympathy which went far beyond Popple's ties with Calicut and Protestantism. It was not only, however, for the sons of Calicut, his birthplace, university, and November 1861, R. L. Popple became a 68-year-old man, but also for the first of affection and gratitude that was a remarkable demonstration. R. L. Popple's recent reputation earned in many thousands of people, and a

He was born on Nov. 5, 1823, on St. Paul street, Baltimore, Md., and is a native of the great old city, where, on Nov. 4, 1888, he was canonized as a saint. He was educated at St. Mary's College, Baltimore, but made his scholastic studies at the Roman College at the Apollinare, at Rome. He was ordained on Nov. 20, 1846, by Cardinal Patrizzi, vice-governor of the city. After studying still further in Rome, he returned to Baltimore in 1850, where he was made pastor of St. Benedict's Church, Canton, Md. The following year he was stationed at Littleton, Colo., where he remained six years. He was then made assistant to Mgr. McGowan, at St. Peter's Cathedral, Baltimore. After six years he was made pastor of St. Martin's parish, where he had the present fruitful of his life.

On Nov. 8, 1888, the bishop came to Detroit, an occasion that will be remembered for many years. Detroiters of all creeds turned out to give him a warm welcome, and who could help always speaks with pleasure and gratitude.

In the fifteenth year of his stay in Detroit the Bishop finds over \$1,000,000 in his keeping, with 30 large parishes and schools, and as cov-
ered a needful one can be found in any diocese. During his service

It has been many new buildings arise and many improvements in the mission with his churches. There are, in all, 195 churches and 27 missions with 131 houses and 41 regular priests in his charge.

There are 70 parochial schools with 12,000 pupils in attendance, 5 orphan asylums with 1,000 children, the House of the Good Shepherd with 400 inmates, 1 Home for the Aged Poor with 250, a home for feeble-minded at Dearborn, 10 night homes, colleges, academies, hospitals and many similar institutions.

More important and far reaching are his responsibilities than those resting on any one else in Detroit.

His health and strength remain ample for the manifold duties he is now performing as bishop, until there comes to him the inevitable day when he will be able to render his faithful and able service in the Catholic Church.



GEORGE T. MOODY



C. A. NEWCOMB, SR.



H. BYRON SCOTT

NEWCOMB, ENDICOTT & CO.

The Oldest Established and Largest Dry Goods House in Michigan.



JOHN ENDICOTT

At the magnificent store occupied by the above named firm, you can purchase almost everything for the adornment and comfort of woman and her home.

The firm was first established in 1868 and commenced business in a little single store in the Merrill Block. These small quarters served this progressive house but one year and then Newcomb, Endicott & Co. moved uptown and became the first occupants of the well appointed first floor of the building on the Campus Martius, now referred to as the old Detroit Opera House Block. In 1881, after years of success in this location, the firm again removed to the large building which it now occupies. During the last three years extensive alterations and improvements have been made until now this store stands unrivalled as the largest and most progressive general dry goods house in Michigan and may well be classed as a worthy, though smaller rival of the great metropolitan establishments of New York and Chicago.

This firm now employs some 540 people.



C. A. NEWCOMB, JR.



HON. FREEMAN B. DICKERSON

Detroit's Popular and Efficient Postmaster. A
Representative American, Whose Ability
and Industry Have Achieved
Marked Success.



Freeman B. Dickerson was born at Meigs, Franklin County, Ohio, on July 14th, 1830. In 1836 the family moved to Monte Cismery, where he remained for several years County Judge of Probate Court and Chairman of the Board of Supervisors. Young Freeman worked in clearing up a new farm and with his father in the carpenter trade and every winter taught country schools. After leaving the public schools he studied at the Agricultural College of Michigan and the Normal School at Valparaiso, Indiana. After graduation he was engaged for the Western Publishing House, Chicago. Soon after he became their general agent and manager of their publications for Michigan. He finally started on his own sheet of his own and began publishing books. The present firm of F. B. Dickerson & Co., of which he is President, sends out publications to every part of the country and many other parts of the world.

Mr. Dickerson has always been a Republican. In 1892 he was appointed City Post Commissioner and afterward elected President of the Commission. Since 1894 he has belonged to the State Board of Post Commissioners and is now its President. In 1897 he was appointed Postmaster of Detroit by President McKinley. He has made many improvements with the office, which has, for the size of the city, one of the largest amounts of mail matter handled.

He has established a night registry where money orders can be mailed and letters registered till 11:30 p. m. He is President of the National Association of First Class Postmasters. He is a Knight Templar, an Elk, a member of the Detroit Club, the North Channel Club, and the Kew-Fish Club.

Mr. Dickerson is much respected and esteemed by the citizens of Detroit, not only on account of his excellent business qualities, but for his high personal character and generous public spirit.



HON. PAUL DOTY

One of the City's Prominent Business Men.



Detroit is welcomed to her tools and instruments of business affairs. Nearly all citizens are engaged in business, and the great majority depend upon the success of their business for their livelihood. It is a charge of that important element in the life of the community because ignorance or neglect of the part of many thousands of people.

The manager of the magnificent Detroit Gas Co. is a quiet, thoughtful and able business gentleman, Paul Doty.

Mr. Doty was born and brought up at Hoboken, N. J. He received his education at the public and private schools, from the High School, he entered Stevens' Institute of Technology, where he received the degree of Mechanical Engineer. His first business experience in 1881 was in the Morris & Essex Railroad Company's office, next in The Schenectady Electric Works, then with United Gas Improvement Co. at Philadelphia, then Jersey City Gas Co., then to Patterson as assistant superintendent, where he remained seven years until 1895. He then became general manager of the gas company at Long Branch, N. J. This work required the greatest ability and attention because of the difficulties. Mr. Doty achieved a marked success and was most cordially praised throughout the entire city. In December, 1897, he represented a distinguished capitalist, Emerson McMillan, in the organization of the gas companies at Buffalo, N. Y. He was then still further promoted to become, in 1898, general manager of the Grand Rapids, Mich., Gas Light Co. In April, 1901, he was summoned to Detroit as general manager of The City Gas Co. and in May was elected secretary.

Aside from great executive ability in the management of companies, Mr. Doty has proved himself a profound student in the philosophy underlying the successful manufacture of gas and its by-product. He has at times furnished able papers on these subjects which have been largely quoted and have proved generally useful. Mr. Doty is a member of The Detroit Club, and is deputy governor of the Society of Mayflower Descendants in Michigan. He is a member of several Gas Light Associations, of The American Society of Mechanical Engineers, of The American Association of Engineers, of the Association of Science, and before coming to Detroit was a prominent director in several banks and business institutions. A connoisseur of the French Church, he carries golden rule principles into the daily life of the week. His paternal ancestors, the Langevins, came to Quebec in 1668 from the Province of Anjou, in France. He has, therefore, good reasons for his warm interest in the French settlements of Detroit and Canada. His family have always been prominent in ecclesiastical and civil affairs in Canada. His residence at 106 Winder Street is a happy center of hospitality, and fortunate are they who are reckoned among the friends of the genial Mr. and Mrs. Doty.

Mr. Doty is a brilliant example of the best of the American business men, and his influence in the City of Detroit is a most valuable asset for good, as it has always been where he has been.



HENRY BLACKWELL, Of the New Firm, Partridge & Blackwell.

The Successful Manager of the Popular
Dry Goods House of Partridge & Walsh.

The rapid rise in business of the house of Partridge & Walsh is a remarkable instance of the results of ability, energy, and regard to the interests of the public. The firm has been regarded by thousands of people as particularly attentive to the interests of their customers, and their popularity on that account has been constantly increasing. The public may not be fully aware that the active cause of this success was their popular manager. The people only knew that everything was so well arranged, and that specially good values were given for money expended, and that the whole atmosphere of the store was genial, pleasant, and attractive. So the business of the firm grew until it became necessary for them to capture the largest store capacity in Detroit, the Majestic building.

The recent announcement of a new firm, named Partridge & Blackwell, has introduced prominently to the public the ruling spirit of the Detroit prosperity, Henry Blackwell. He is the one who has built up the magnificent business for the past three years at the store on Woodward Avenue, Corner of Congress Street.

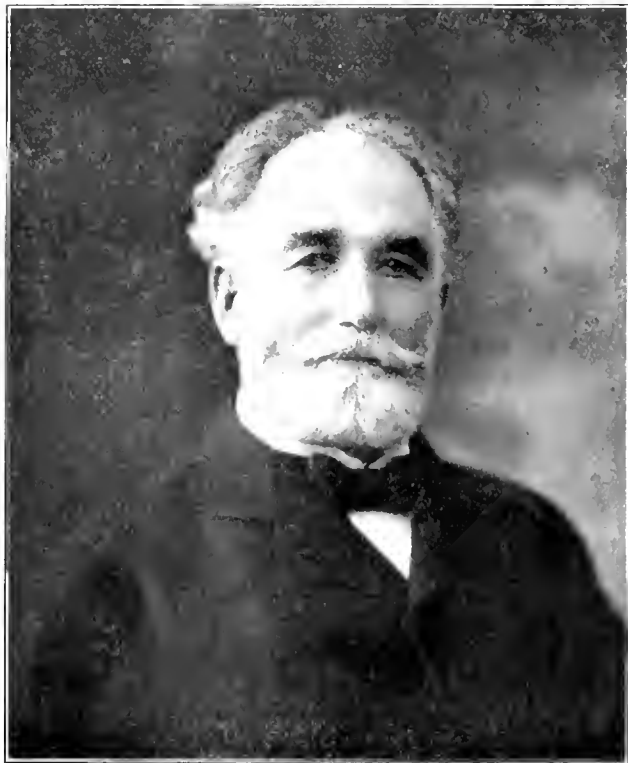
Mr. Blackwell is forty years old. His start in business was the payment of £35, in Limerick, Ireland, at an early age, for a five-years' apprenticeship in the dry goods business. There were no wages, but a considerable premium for the privilege of learning to work up in the business. He learned it, and with his natural ability, energy, and enterprise, he has wrought out, since his arrival in America in 1892 a magnificent record of capacity and business success. The new firm in the new store will still further increase the popularity of their headquarters for supplies at lowest prices of nearly everything required for comfortable living in every family.

Mr. Blackwell is an admirable instance of a thorough American and a successful one, although the land of his birth was across the sea. As a citizen, as well as a business man, he is highly honored and esteemed by many thousands of people.

HON. J. H. KAPLE Vice-President Michigan Savings Bank.

Mr. Kaple, an financier has for many years been one of the leading men in Detroit. At present, he is the vice-president of the Michigan Savings Bank. With him are associated Geo. Peck, president; Chas. Brown, secretary and treasurer; Geo. Wiley, assistant secretary and treasurer; and C. M. Burton, H. A. Cleland, F. Crandell, C. Emerson, C. Jones, A. G. Lindsay, S. J. Murphy, Hoyt Post, and Jas. D. Standen, directors.

Mr. Kaple's business career has been of the most honorable and efficient kind, and he enjoys the well merited esteem not only of Detroit's social circles, but of the citizens at large.



HON. JEREMIAH DWYER, DETROIT.

Mr. Dwyer is president of the Michigan Stove Co., and director in the People's Savings Bank, the Ideal Manufacturing Co., of Detroit, and the Bucks Stove & Range Company, of St. Louis. He is also largely interested in various other Detroit manufacturing and industrial enterprises. The editor adds that the world knows that his daily charities and philanthropies are large.

Hon. Jere C. Hutchins,

Vice-President of
Detroit United Railway.



He was born in Carroll Parish, La., October 13, 1873. As an engineer he had years of experience in the early days of the Southwest, in Missouri, Texas, and through the Southwest. He was in the West a short time in Waco, Texas. He came to Detroit in 1890.

His principal position of influence is with the Detroit United Railway. quote from the daily press. "The manager out on the great street railway of Detroit and its suburban feeders, it will be candidly admitted, is a person to be likened to a bed of roses in any large city. The fact has been emphasized in Detroit during the turbulent agitation over the lease of the city business for seven years. And yet 'the man behind the gun' in this instance has weathered all the squall and tempestuous weather of the city. He has never ceased wearing that same self-reliant and reassuring smile to impress the most skeptical that in the end all would be right and happy. He has assimilated with the people and the business interests of the city and in his social and fraternal relations is distinctly a Detroitier. He comes in contact with many perplexing matters in his business connections, but in an easy and affable manner of dealing with men and measures takes the bitter edge of questions under dispute and has won for him high regard and esteem for his honest dealing. In short, he has the ability, so rarely found in men of position, of protecting the interests of the important business world which he represents without engendering ill-will or distrust from any source. Mr. Hutchins is a member of all Masonic orders, the K. of P., Detroit Fellowship and County Association of the Chamber of Commerce.



HON. GEO. RUSSELL, President State Savings Bank

State Savings Bank of Detroit has a national reputation as one of the largest and most successful institutions in America. To be the president of such a great institution is a credit to the man.

Mr. Russell has developed the quietest of energy, industry, and principle, and a bright and useful career in the future. He used every opportunity with the young audience to develop himself into a first-class man. In twelve years he has been the honored president of this institution. It has prospered greatly under his administration, the best evidence of his ability and fidelity to the trust placed in his hands. In his private life, a man of quiet, genial and energetic daily life has been a great asset to the community. Detroit is proud of the able president.

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HON. JOHN WALKER

A Successful Detroitier, with
many important
Interests.



Mr. Walker is one of the veteran business men of Detroit, having resided in the city for forty-four years. Educated in the Public Schools, High School, Michigan University, and Detroit Business University, he received the best preparation for a successful business career. The extensive hardware firm of James Walker & Co. has been in existence since 1861, and was incorporated in 1888. Mr. John Walker has been president since 1898. They are extensive manufacturers of steam engines and plumbers' supplies, bath tubs, lavatories, and all appliances for use in houses and power plants, water works, etc. Their extensive branch network reaches to the United States, Canada, South America, the West Indies, and other world countries as far as South Africa.

Mr. Walker is also president of the Walker Egg & Poultry Co., with three plants in Detroit and two in Chatham, Ontario, besides a large refrigerating and packing plant. They are the largest exporters of eggs in the Dominion, with heavy trade in Glasgow, Liverpool, Birmingham, Manchester, Bristol, and London. Mr. Walker is director in the King Dorel Produce Co. of Toronto. He has several real estate properties, and has a large estate in the back of the city.

He belongs to the Reform Club, the Elks Club, and the Academy of the American Association for the Advancement of Science, and the Anthropological Society. Twice he has been National President of the American Museum of Natural History, and has long served, and at present is a member of the National Executive Committee. He is Vice Consul for England.

Mr. Walker's force of attraction, and his good will, have won him the honor of being elected to the position of President of the Michigan Association of the Advancement of Science, and the Michigan Association of the Advancement of Science. He was most efficient and able, and his work was most successful. He was most efficient and able, and his work was most successful. He was most efficient and able, and his work was most successful.



Hon. Charles L. Palms

The Youngest Bank
President.

Charles Louis Palms was born at New Orleans, La., June 2, 1871. He comes from a distinguished French family, his great-grandfather being the first to come to America. He was a commissioned officer under Napoleon. After the battle of Waterloo, he was forced to emigrate, reaching America in 1833. In 1839 the family removed to Detroit, where Mr. Palms attended Detroit College. In 1858 he entered Georgetown University, at Washington, D. C., graduating as Ph. B. in 1859. He studied law at Harvard University, but desiring a literary career, left Cambridge and traveled in Europe for two years. He lived in Florence, Italy, Dresden, Germany, and Barcelona, Spain, learning to speak and write all those languages. He knows French perfectly. In 1892, he was engaged in newspaper and dramatic work in Boston. His health failing, he returned to Detroit, and on the advice of his father, took the management of the estate of Francis Palms, worth several millions of dollars. He managed the business so energetically, that he essentially finished it by the end of 1900. On July 8, 1901, he was elected president of the Preston National Bank, and has noticeably improved the methods and increased the bank's business. He is also treasurer of the Detroit Stock Exchange, secretary and treasurer of the Detroit Journal Co., treasurer of The American Power Co., of the Electric Dispatch Co., and director of the Michigan Stove Co. and the Buck Stove & Range Co., of St. Louis, the Michigan Brass & Iron Works, the People's Telephone Co. and member of the executive committee of the Union Trust Co. He is a member of the Detroit Bankers', Country, University, Detroit Boat Club, and Country Club of Detroit; also charter member of the Michigan Naval Reserves.



Hon. Peter White

The Veteran Pioneer and Historian.

Mr. White was formerly a resident of Detroit. As one of the first to deal with the history of the Northwest, he was asked to read a paper, "Reminiscences of Detroit to Michigan." It was prepared with great care and was very valuable. It was one of the most valuable features of the three days. At the time Cadillac landed in Detroit, there was no Northwest of civilized people. The territory west and south from Detroit was a vast wilderness, inhabited only by Indians. He traced the early history and influence of the French settlers in Detroit and Michigan, and showed how their faithful labors and patient endurance of toil built up not only heroic character in themselves, but a stable government based on heroism. They were forced to daily protection of personal safety from prowling savages, and were obliged to exercise gallantry and vigilance. Mr. White related some of his own early experiences, which were intensely interesting. He narrowly escapes from drowning in traveling in the upper peninsula. He spoke of his first visit to Detroit, in 1815, in search of employment, which he did not find.

He paid a most beautiful tribute to Detroit in language that was very eloquent and impressive. He had seen the city grow from nothing, and knew the exigencies under which it arose. He emphasized the fact that Marquette and La Salle had completed their life work before Cadillac came. It was remarkable foresight, when Cadillac selected the place for a great city, and the key to the waters of the Great Lakes. He praised the beauty of Detroit and the enterprise of its business houses.

Mr. White's admirable paper is worthy to be reproduced in full, for its historical value. This will be done by the Gentlemen's Bi-Centenary Committee, Mayor Maybury, Chairman.

In conclusion, Mr. White read an original poem, "Fifty Years Ago," written for the occasion by Dr. Drummond.



W. H. STRONG,

g. Lee & Co., Wholesale Dry
Goods, Detroit.



JAMES L. LEE,

g. Lee & Co., Wholesale Dry
Goods, Detroit.

STRONG, LEE & CO.

LEADERS AMONG DETROIT'S MERCHANT PRINCES.
PUBLIC SPIRITED, ENTERPRISING, HONORABLE ...

There is no larger and more enterprising house in Detroit is that of
W. H. Strong, James L. Lee and Robbers of every description
The individual members are both natives of this city; men
of high public spirit as well as first class business ability. They
are always co-operating for any measure that will benefit Detroit
of large force of clerical employees, and a considerable number
of workmen. The house is well and favorably known every
where. At home the members of the firm are held in high esteem and
respected throughout the entire city. It would be difficult to exaggerate the
influence of the firm of such a substantial, energetic and honorable
house in enhancing the commercial reputation of the City of the Straits.

Theodore J. Beaubien,

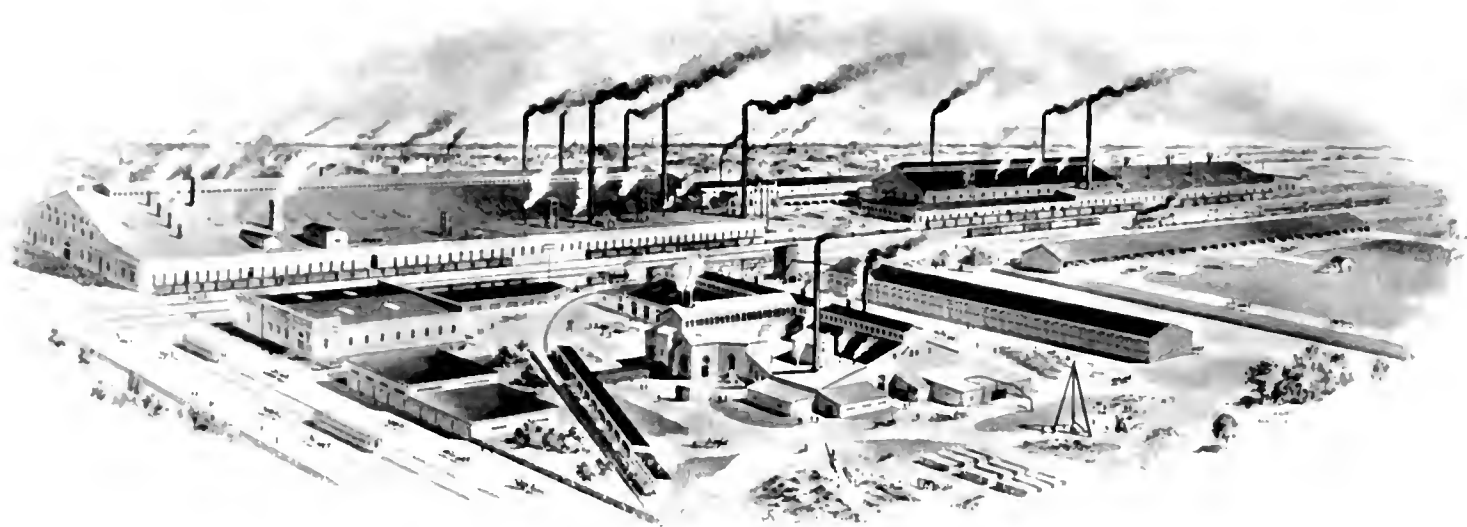
One of Detroit's Most
Promising Young Men,
Son of Mrs. Marguer-
ite and the late Theo.
J. Beaubien.



Mr. Beaubien is the son of the late Theodore J. Beaubien and Marguerite Beaubien. He was born in 1870 in the city of Montreal, Canada. His father, Theodore J. Beaubien, was a prominent merchant and a member of the Legislative Assembly of the Province of Quebec. He was the son of a French Canadian family that had settled in Montreal in 1734. His mother, Marguerite Beaubien, was the daughter of a French Canadian family that had settled in Montreal in 1734. He was educated in the city of Montreal and in the city of Detroit. He was a member of the French Canadian community in Detroit and was active in the city's affairs. He was a member of the French Canadian community in Detroit and was active in the city's affairs. He was a member of the French Canadian community in Detroit and was active in the city's affairs.

On his mother's side, Theodore J. Beaubien was the son of a French Canadian family that had settled in Montreal in 1734. His mother, Marguerite Beaubien, was the daughter of a French Canadian family that had settled in Montreal in 1734. He was educated in the city of Montreal and in the city of Detroit. He was a member of the French Canadian community in Detroit and was active in the city's affairs. He was a member of the French Canadian community in Detroit and was active in the city's affairs. He was a member of the French Canadian community in Detroit and was active in the city's affairs.

The editor, in looking over the record of Mr. Beaubien's family, was amazed at the multitude of honors resting upon them. Some entered through her ancestry, to membership in the leading patriotic societies of America.



DETROIT STEEL AND SPRING WORKS



HON. DE WITT C. DELAMATER
Twenty Years a Leading Merchant
in Detroit.

Born in Onondaga County, N. Y., he was, at the age of ten, brought to Jackson, Mich., to the life of an ordinary farmer's boy. Starting in 1874 as a clerk for Rice, Pratt & Co., Jackson, he soon became traveling salesman for Detroit wholesale houses. In 1890 he was one of the incorporators of the now eminent company of Freeman, Delamater & Co., of which he is secretary and treasurer. He is also secretary of the Buhl Stamping Company, and director in the Detroit Savings Bank. He is president of the Merchants & Manufacturers' Exchange.

Mr. Delamater is one of Detroit's most public spirited citizens. His incessant and indefatigable efforts, for months, for the Bi-Centenary, placed him next to Mayor Maybury in effective service therefor. He did the work of a dozen others.



G. W. FOWLE

Mr. Fowle was born at Clyde, N. Y., April 15th, 1850. He can trace his lineage back to the New England Puritans. At the age of fifteen, he enlisted in the Fiftieth New York Infantry, and served in the engineers' corps of the Army of the Potomac, Company D. He came to Michigan in 1872, and was in successful mercantile business till 1890. He has since been largely interested in real estate. As police commissioner, he showed extraordinary executive ability. The streets were cleaned in one night. A 33rd degree Mason, he was twice officer of the Michigan Sovereign Commissionery. He belongs to the Mystic Shriners, the Elks, the I. O. O. F., the G. A. R. and the Loyal Legion.

But his magnificent management of the Industrial Parade at the Bi-Centenary was his chief glory. His aptness in getting organizations to participate secured a general rally of all nations and organizations.

A Souvenir Building a Monument.

WISDOM OF THE UNANIMOUS VOTE.



The Co-Operation of Business Interests More Successful in Results than
Dependence on Previous Standards of Sentiment.



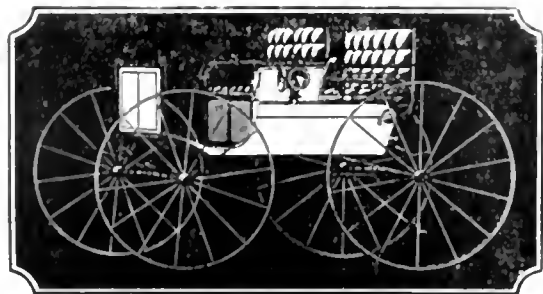
When the ladies of the Bi-Centenary Committee assembled, Mrs. Marguerite Beaubien suggested some permanent reminder of their work, and proposed a tablet or a monument to Madame Cadillac. It was adopted by a unanimous vote, and she was elected chairman of the Memorial Committee. How should the funds be raised? Some spoke of having sentiment spring eagerly to supplying money. The wisest ones, having for years observed the severed-head, Campus size of individual monument, by a grateful people, concluded that perhaps local sentiment alone might not be sufficient. Money, not simply talk, would be required. Having noticed that the grand triumphal Bi-Centenary Arches, and magnificent commemorative parks and buildings were being totally postponed, perhaps till the sweet bye and bye; and remarking that the man monument standard did not seem to be growing in size, they determined on more of a memorial for a heroic woman. Starting out with the regulation tablet size, they quietly planned a flank movement on popular practical indifference, which had repeatedly demonstrated a paucity of result in purely sentimental efforts. To their movement they would link the financial power and profit of properly conducted business, and honorably enhance the aggregate of funds. They would also give something in return to the public spirited supporters of a worthy movement, that, properly carried out, would be a first class credit to the city. Some whose lives were devoutly devoted largely to uselessness feared it might be undignified for women with noble aims and purposes in life to be practically useful. Some of the gentlemen, who had been ideas of their own, opposed the ladies' movement. That settled the matter. The women would have a Souvenir, anyway, and show whether the ladies of Detroit had ability and influence enough to secure success.

The result is presented without many misgivings. The reasons why so much time has been taken, paucity of sufficiently able assistants, illness, divorces, &c., need not be detailed here. The desired financial results are gratifying, and vindicate the wisdom of the unanimous vote that the Souvenir be issued. In addition to financial profit, it would be a handsome permanent record of the assistance of the ladies of Detroit, of the gentlemen, and of the business and the worthiness and beauties and attractions of the city.

The Biographical Section has, by the liberal enterprise and public spirit of the gentlemen, become a brilliant feature. At first the gentlemen were invited to go away back and sit down, while the ladies occupied the front of the platform. When the gentlemen were invited forward they quickly showed the proud fact that the statement, and professional and business men and mechanics of Detroit are doing everything else, the best in the world. Glory for Detroit and cheer for the monument, for the book can't help but sell. The ladies appreciate the liberal co-operation of the business interests of the City and State.

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EDWIN S. GEORGE, Furrier.

Mr. George is one of the most notable examples of what well directed effort, when coupled with ambition, integrity and prodigious industry may accomplish. Coming to Detroit in 1890 from his mother's farm, in Lenawee County, at the age of seventeen, he ranks to-day, at an age when the majority of young men are but fairly entering upon a commercial career, among the largest importers, exporters and manufacturers of furs in the United States. His large home plant, secured by the purchase of the long-established business of Walter Buhl & Co., No. 146-148 Jefferson Avenue, is supplemented by the large raw fur warehouse at No. 46 Jefferson Ave., of this city, and a similar establishment at No. 151 Mercer Street, New York, that is in direct touch with his buying agencies at Leipzig, Paris and London. In short, every branch of the fur business, from trapper to wearer, is under his personal ownership and supervision.



WILLIAM H. AUBRAY
Hotel Broker, Promoter and Builder

Mr. Aubrey was born March 6th, 1870, at Chatham, Ont., and was brought to Detroit in 1877. After passing through school and college, he was book-keeper from 1887 to 1890 for H. S. Robinson & Co., shoe manufacturers. From 1890 to 1895 he was clerk and teller in a Detroit bank. For three years he was traveling salesman and adjuster. Since 1898, he has been a highly successful man of business. A great deal of importance sometimes attaches to the transfer of a hotel. It requires a capable head to excel and to please the various interests concerned. Mr. Aubrey has uniformly done this, and has closed up many important transactions. He is secretary and treasurer of the Stewards' Club of Detroit; also of the International Stewards' Association. He is one of the pushing, enterprising, liberal and honorable business men of the city

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J. W. MORRISON, Leading Printer.

Mr. Morrison is one of them, and has been one so long, over 25 years, that his experience has made him one of the very best. To his unexcelled skill in the art are added a promptness and care in execution, and the latest improved processes in high art work, that produce the best results possible to be obtained. His genial and pleasant personal countenance renders it a pleasure to meet him in business.

He has had to enlarge facilities several times, and now has a very large plant, which is at lively work, often by night as well as day. Mr. Morrison is a prominent officer in the First Baptist Church and carries out practically, in daily life, the principles of the Golden Rule. The energy, skill and accomplishment in this hive of industry produce a magnitude of first class results that are fairly astonishing.

As public-spirited and substantial citizens, the Messrs. Morrison are worthy of the high esteem in which they are held by the citizens of Detroit.



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of the Michigan Alkali Co.

The Wayne County Candidate
for Congress.

Second Congressional District.

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